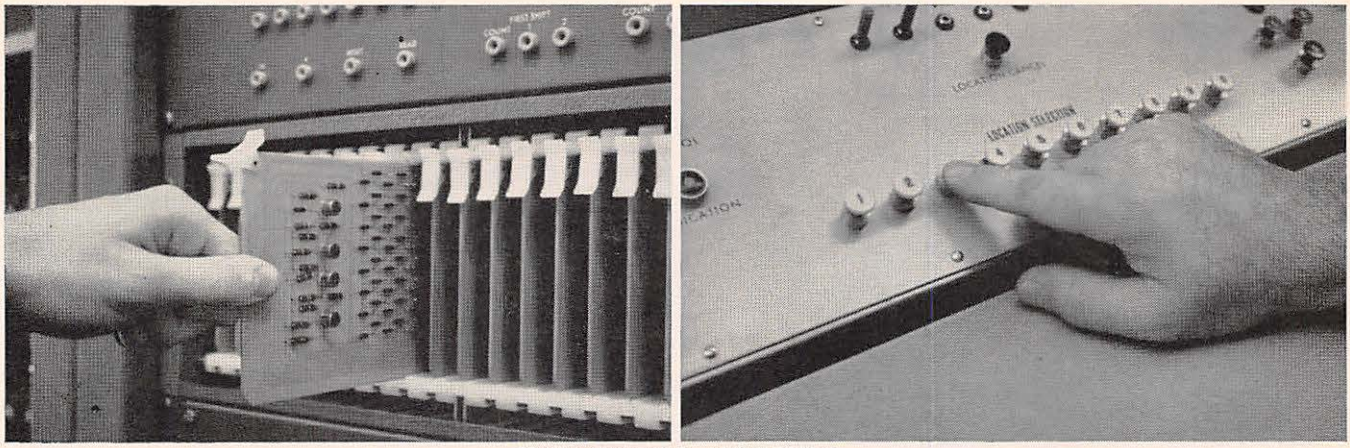
JUNE, 1964

THE Signalman's JOURNAL

Montreal — Convention City, 1964

GRS Offers You...
FULL RANGE cTc



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When you're planning traffic control improvements, it is important to select from a *full range* of systems and equipment. GRS offers you a *complete* line, flexibility to specify precisely what meets your requirements—to assure you the lowest investment compatible with the best money-saving results.

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- Individual lever
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Gerald Orndorff
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Chicago, Ill. 60604

B. H. Steuerwald
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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

JUNE, 1964

Vol. 45, No. 6

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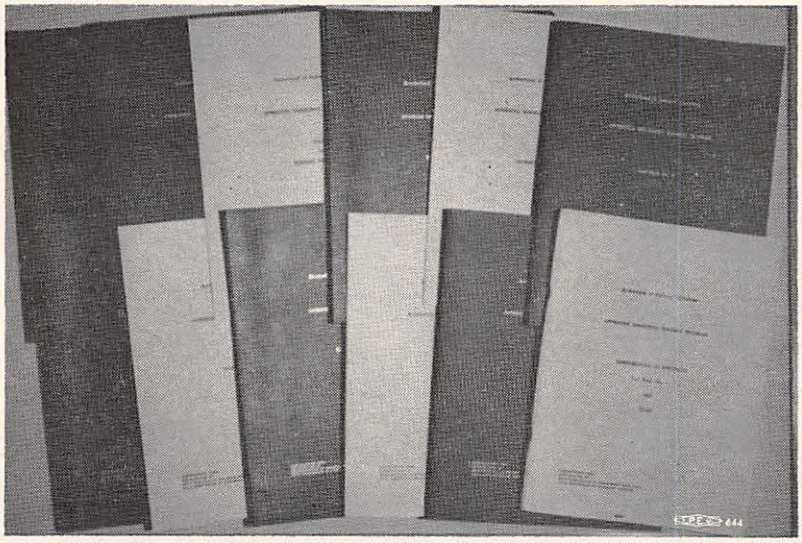

Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

▶ Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

▶ Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

▶ Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

▶ Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

▶ Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

▶ Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

▶ Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

▶ Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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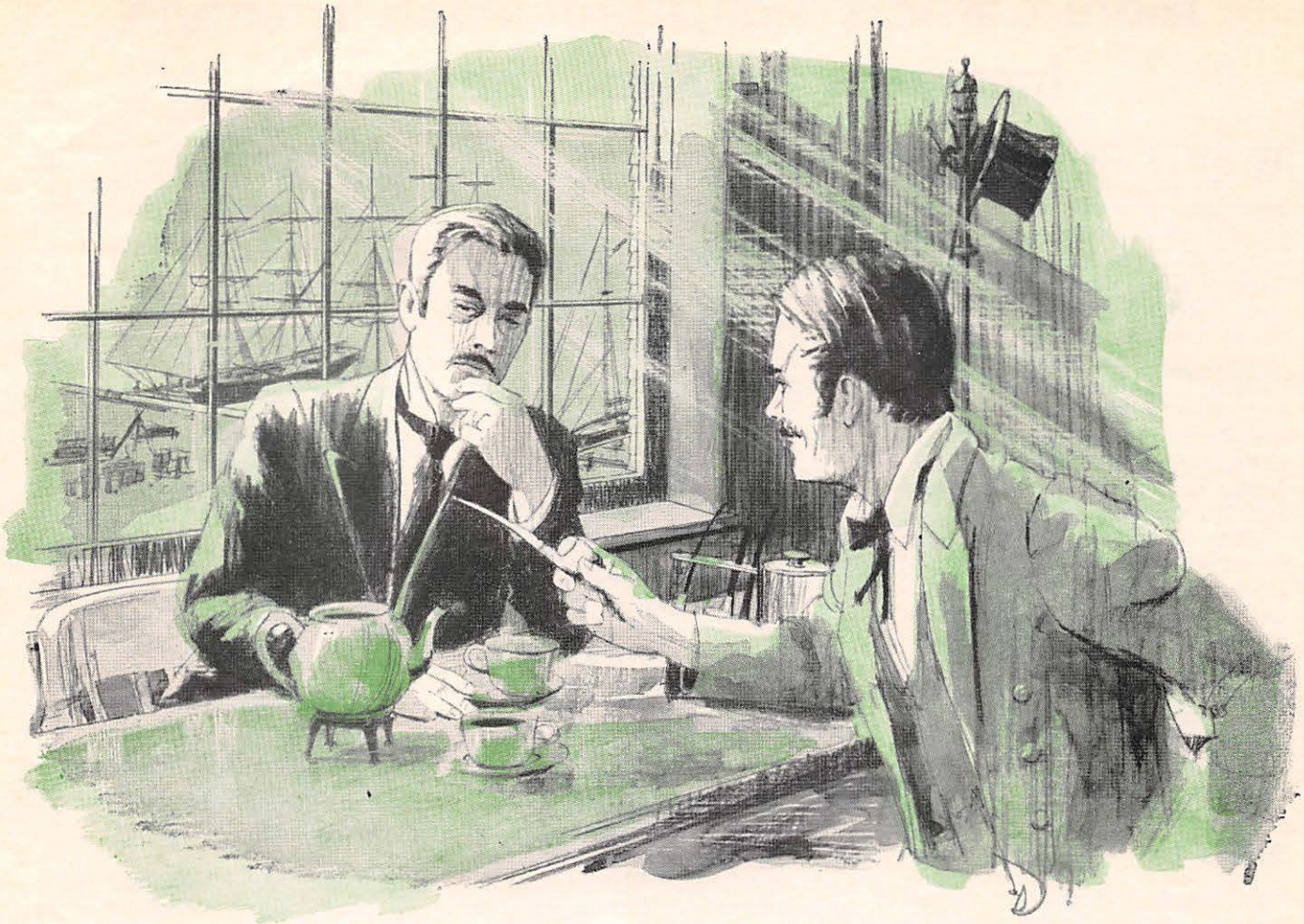


There's a story
about a London underwriter who really stood
behind insurance that he sold . . . one might even say,
ahead of it. One of his ship-owning clients,
delayed on his way to have a cargo insured, got
word before he got there that it had already sunk.
Sadly he told the insuror what had happened.
But honoring his client's good intentions, the insuror
calmly assumed the "risk" regardless . . .
and paid the claim in full.

Insurance you can count on

Kerite cables carry a sort of "life insurance" that—like the protection provided by the storied underwriter—goes far beyond all reasonable expectation. There are miles of Kerite cable still in use today that have been in rigorous service 40 years, 50 years, and even longer. Integrity is part of this story, too . . . Kerite's adherence to the highest quality standards, Kerite's firm insistence on testing every cable by the most advanced, most punishing techniques. But the best assurance of what a cable can do is what it has done. The Kerite Company—30 Church Street, New York 7, New York.

Kerite

the cable that lasts . . . and lasts . . . and lasts

More Carriers Sign Agreements Granting Increases for Signa Employes

WAGE INCREASES RANGing from 6 to 10 cents an hour were granted for signalmen on May 18 when agreements were signed by President Jesse Clark, General Chairman E. C. Melton, and representatives of the Southern Railway Company; The Cincinnati, New Orleans and Texas Pacific; The Alabama Great Southern; New Orleans and Northeastern; New Orleans Terminal; Georgia Southern and Florida; St. Johns River; and the Harriman and Northeastern Railroads.

The agreement followed the recommendations of Presidential Emergency Board 159 and are basically the same as the agreement reached May 1 with carriers represented by the Eastern, Western, and Southeastern Carriers' Conference Committees.

We have reproduced the provisions of the agreement here for your information.

Article I

All hourly and monthly rates of pay of employes covered by this agreement will be increased in the amount of six cents an hour, which increase shall be retroactive to January 1, 1964, and applied so as to give effect to this increase in pay irrespective of the method of payment. The increase provided for in this Article I shall be applied as follows:

Hourly Rates

Add six cents to the existing hourly rates of pay.

Monthly Rates

Determine the equivalent hourly rate by dividing the existing monthly rate by the number of hours comprehended by the monthly rate. Six cents an hour, multiplied by the number of hours comprehended by the monthly rate shall be added to the existing monthly rate.

Minimum Daily Increases

The increases in rates of pay described in paragraphs (a) and (b) shall be not less than eight times the applicable increase per hour for each full time day of eight hours, required to be paid for by the rules agreement. In instances where under the existing rules agreement an employe is worked less than eight hours per day, the increase will be determined by the number of hours required to be paid for by the rules agreement.

Deductions

In so far as concerns deductions, which may be made from the rates resulting from the increase herein granted, under Section 3(m) of the Fair Labor Standards Act of 1938, they may continue to be made to the extent that such deductions were being legally made as of August 31, 1941.

Application of Wage Increase

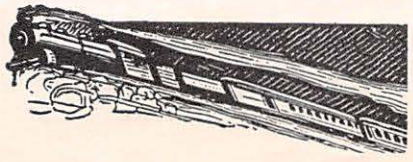
The increase in wages provided for in this Article I shall be computed in accordance with the wage or working conditions agreement in effect between each carrier and its employees represented by the Brotherhood of Railroad Signalmen, and in instances where fixed monthly rates are paid for all services rendered, the increase in wages shall be applied in such manner as will give effect to the number of hours used in fixing said rates and to the equivalent hours for special allowances included in said rates. Overtime hours will be computed in accordance with the schedule for all overtime hours paid for. Special allowances not included in said rates will not be increased.

Coverage

All employees who were on the payroll of the carrier on January 1, 1964, or who were hired subsequent thereto, regardless of whether they are now in the employ of the carrier, shall receive the amounts to which they are entitled under this Agreement.

Article II

All hourly and monthly rates of pay of Signalmen, Signal Maintainers, and all others occupying generally recognized mechanics' or higher rated positions, as increased pursuant to Article I, will be further increased in the amount of four (4) cents per hour, which increase shall be retroactive to January 1, 1964, and applied so as to give effect to this increase in pay irrespective of the method of payment. The increase provided for in this Article II shall be applied to the rates, as increased pursuant to Article I, in the same manner as the increase provided for in Article I.



Article III

This agreement is in settlement of the dispute growing out of notices served on the carriers parties hereto on or about February 1, 1963, and shall be construed as a separate agreement by and on behalf of each of said carriers and its employes represented by the Brotherhood of Railroad Signalmen and shall remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

Washington Job Protection Committee Meets to Consider Disputes

A committee established under the provisions of Section 13 of the Washington Job Protection Agreement met at Chicago May 12-13 to consider additional cases presented since the last group of dockets were disposed of at the 1963 sessions.

The purpose of the "Section 13 Committee" is to consider disputes and controversies that arise in connection with railroad coordinations and includes interpretation, application, or enforcement of any of the provisions of the Washington Job Protection Agreement.

This agreement signed on May 21, 1963 provides certain protective benefits for railroad employes affected by coordination or merger involving all or part of the facilities or services of two or more railroads.

Up to 1963 the Committee has disposed of 101 dockets. Docket No. 105 is the first case presented by our Brotherhood for consideration by this committee. It involves a dispute resulting from the merger of the L&N and the NC&St.L. The case was presented before the Committee by Grand Lodge Representative M. B. Frye who also represented our Brotherhood on the Committee during the 1962 and 1963 sessions.

Members Protected Should NYC–Pennsy Merge

Agreement Provides Lifetime Job Guarantee for Some

PRESIDENT JESSE CLARK recently announced that an agreement providing job protection for present qualified employes of the Pennsylvania and New York Central railroads, after consummation of the proposed Penn-Central merger, was signed at Washington, D.C. on May 20.

The agreement provides a "lifetime guarantee" for employes of both the Pennsylvania and the New York Central who "render any compensated service between the effective date of this agreement and the date the merger is consummated."

Officials of 17 railway organizations, including President Clark representing our Brotherhood and Stuart T. Saunders—chairman of the board of the PRR, and Alfred E. Perlman—president of the NYC, approved the agreement.

The agreement basically provides reduction of employment through natural attrition of retirements, death, and resignations but will further limit work force reductions to five percent annually of an established base of the total number of qualified employes in each craft represented by the labor organizations.

It was pointed out that all provisions are in addition to the protective provisions of the Washington Job Protection Agreement and even third parties will be protected if they are represented by one of the participating organizations.

A sub-committee which hammered out the pact pointed out that the major provisions of the new agreement are:

- In addition to providing lifetime jobs through normal attrition for all "present employes," which would permit a ten to eleven percent decline in work forces on existing attrition rates, the carriers have pledged to hire new employes so that the overall decline in work forces will not exceed five percent a year.
- If business of the merged road declines over the 1962-63 period by more than five percent, one percent of employes may be furloughed for each one percent decline above the five percent. There is provision for rehiring as soon as business picks up.
- The merged company will take over all existing contracts, schedules and agreements between the railroads and the Brotherhoods which concern rates of pay, rules, working conditions and fringe benefits.
- An improved arbitration procedure will accelerate processing of complaints and lead to speedier agreements.
- The agreement only goes into effect if the proposed merger of the two railroads is consummated. If it does, the new company will be named the "Pennsylvania-New York Central Transportation Company."

In addition to the agreement itself, there are five memoranda of understanding spelling out additional protection for affected employes. They are:

- Memorandum of Understanding re employment information to be furnished upon request and computations respecting compensation due non-operating employes under agreement.

Memorandum of Understanding re employment information to be furnished upon request and computations respecting compensation due operating employes under agreement.

- Memorandum of Understanding re moving expenses, and lump sum separation allowances.
- Memorandum of Understanding re effect of agreement on negotiation of national agreements.
- Memorandum of Understanding re official, supervisory and fully excepted personnel.

Under the first memorandum, the month of May of this year was chosen as a base because a study made it clear that May was the best month from the standpoint of the employes.

The second memorandum concerns operating employes, while the third one, concerning moving expenses and lump sum settlements, is a decided improvement over anything which has appeared in any previous agreement.

For example: If an employe elects not to follow his work, he or she can receive a lump sum settlement. This was not true under the Washington Job Protection Agreement. Also, employes who must move will receive a transportation allowance of $500 and six working days, instead of the two working days provided in the Washington agreement. This is in addition to the usual WJPA benefits, which provide for real estate, etc.

The fourth memorandum provides that this agreement shall not "prohibit or in any way limit the rights or obligations of the parties to modify or make changes in agreements affecting rates of pay, rules or working conditions to which the Pennsylvania or the New York Central are parties and which may be effectuated through concerted or national handling in the railroad industry."

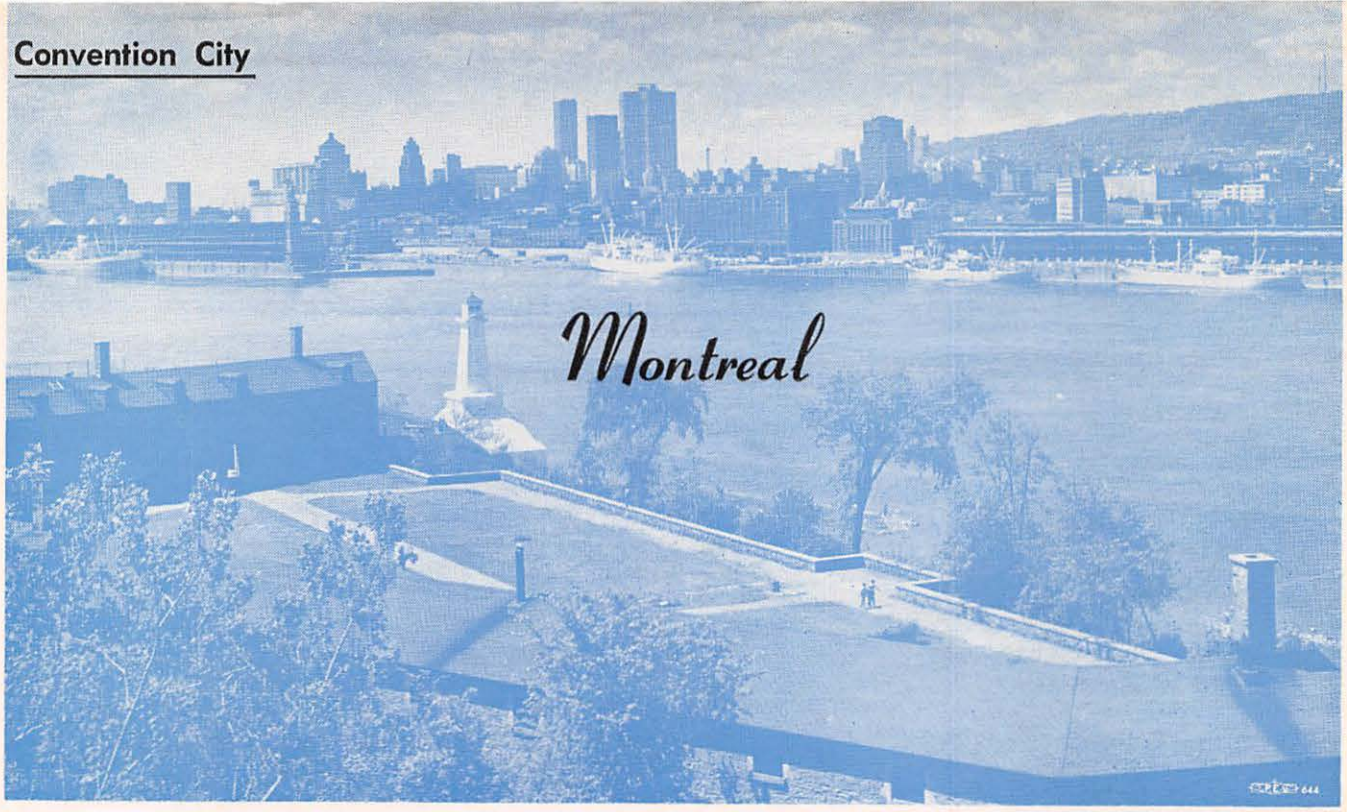
The last memorandum protects the rights of supervisory and excepted employes who exercise seniority rights after January 1, 1964. It also protects our members who are affected by such exercise of seniority.

Saunders and Perlman said that the pact was patterned after the "highly successful and workable N&W-Virginian labor agreement and the labor agreement covering the proposed N&W-Nickel Plate-Wabash consolidation."

"We will ask the Commission to include the terms of this agreement in its order approving our merger," Saunders and Perlman said. "The statesmanship and good faith of the labor organization officers have cleared the way for prompt, favorable action by the Commission."

The job protection agreement is premised on ICC approval of the merger and spells out conditions acceptable to management and labor when the merger becomes effective.

YOUR MONEY'S WORTH
by Sidney Margolius
YOU CAN'T BEAT THE ODDS!
WHEN YOU GAMBLE AGAINST PROFESSIONALS, THE ODDS ALWAYS ARE STACKED AGAINST YOU. THE ODDS AGAINST YOUR HITTING A "NUMBER" ARE 1000 TO 1. BUT THE SYNDICATES PAY OUT ONLY 540 TO 1, SOMETIMES EVEN AS LITTLE AS 400 TO 1. HORSE BOOKIES, AND EVEN THE PARI-MUTUEL MACHINES AT THE TRACK, HAVE AN EDGE ON YOU OF 20% OR MORE. IN BASEBALL AND FOOTBALL POOLS, THE OPERATOR'S TAKE OFTEN IS 80-90% OF THE MONEY BET!
ON ILLEGAL BINGO THE ODDS OFTEN ARE 2 TO 1 AGAINST YOU. BUT EVEN IN PLACES WHERE BINGO IS LEGAL, THE ODDS OFTEN ARE 3 TO 2. THE OPERATORS KEEP 34 PER CENT OF THE MONEY BET, ONE OFFICIAL SURVEY FOUND.
GIVE YOUR DOLLAR MORE POWER
WHEN YOUR FAMILY SHOPS FOR WOMEN'S AND GIRLS' APPAREL INSIST ON THE LABEL AT THE RIGHT. INSIST ON THE LABEL (LEFT) IN ALL HATS, CAPS AND MILLINERY.
ILGWU



APPROXIMATELY 200 MEMbers will attend our Brotherhood's 36th Regular Convention in Montreal, Quebec, Canada August 17-21. These members will attend as delegates and delegates-at-large representing Locals and General Committees throughout the United States and Canada.

The Sheraton-Mt. Royal has been selected as our Convention hotel. It covers an entire city block surrounded by Montreal's shopping, business, and entertainment district. The Champlain Room, which is newly redecorated, is where our Convention will be held. The guest rooms are spacious, with modern furnishings, TV, radio, and air conditioning.

There are several interesting places to meet and dine within the hotel. These include the Rendezvous Lounge, the fabulous Kon-Tiki, and the Hunt Cafe where one may enjoy fine food in warm, relaxed surroundings.

A meeting for State Legislative Representatives will be held preceeding the Convention on Saturday, August 15.

Montreal is a city with a great historical background, offering many attractions of interest to visitors. Of course we realize that the affairs of the Convention leave little idle time for delegates to enjoy the sights, however, some tours have been arranged by the Entertainment Committee and many of our Brothers are attending during their annual vacations and will be able to see the city either before or following the sessions. We hope the information contained in this article will be helpful to the delegates during their stay.

As a sign of hospitality towards the first white man to visit Montreal —Jacques Cartier—the Indians took him to the summit of Mount Royal in 1535.

The 764-foot-high mountain—today towering from the very heart of the commercial district—has remained a favorite tourist attraction ever since and special Provincial legislation ensures that it is to be preserved as a park "forever."

Today a convenient lookout and a handsome chalet supply good facilities from which visitors may imitate Cartier. But today's skyline includes 600-foot-tall buildings, a vast sprawling mass of industries and homes, and expansion in every direction.

Mt. Royal—Convention Hotel

The peak, and the mighty St. Lawrence river which flows near its base, are the two main factors which have governed the growth of Montreal, and which have contributed much to its natural beauty.

Several factors such as steady growth in population, proximity to other fast expanding areas, a flexible labour market of great magnitude, unequalled transportation facilities and abundant hydro electric power at low cost have combined to attract new industrial establishments to the Montreal area.

Montreal is the home of two of the transportation center has grown through the centuries and at 900 miles from the ocean it is the biggest inland seaport in the world. Since 1959 its harbor includes the mouth of the billion-dollar St. Lawrence Seaway which allows heavy tonnage ships to reach the Great Lakes.

Montreal is the home of the two largest railway networks in the world —the Canadian Pacific and Canadian National systems—and its airport is one of the busiest in Canada.

The six most important industries of the area by order of importance of their annual output are first, refining of petroleum products followed by the clothing group, slaughtering and meat packing; the treatment of tobacco products, railway rolling stock and electrical apparatus. Together, these six manufacturing types produce goods at a total value exceeding $830 million.

Montreal is built on an anvil-shaped island roughly 32 miles long and 10 miles wide. The city proper occupies about three-tenths of the island's area and the population of Greater Montreal stands at over 2,000,000.

Streets in Montreal are laid at right angles for the most part. The East-West streets run more or less parallel to the St. Lawrence River, while those going South-North are right-angles to the river line. The main East-West streets in the area between the river and the northern side of the mountain are Wellington, Notre-Dame, St. James, Craig, St. Antione, Dorchester, St. Catherine, Sherbrooke, Pine, Rachel, Mount-Royal and St. Joseph Blvd. The main South-North streets in the same area are, from West to East, Atwater, Guy, Peel-Windsor, University, Bleury, St. Lawrence, St. Denis, St. Hubert, Amhurst, Papineau and De Lorimier.

Montreal's street numbering system is simple. Numbers start from the river line for streets going North, while St. Lawrence St. divides the East and West numbers on streets running in this direction. Furthermore parallel streets bear the same numbers between intersections. For example, if you want to go to 1450 St. Denis St. and you are at 1450 Peel St., between St. Catherine St. and Sherbrooke St., you will know immediately that the place you are looking for on St. Denis St. is also located between St. Catherine St. and Sherbrooke St. You can always tell how far you are at any given address from the St. Lawrence St. intersection or the river line by the street number. The larger the numbers the farther you are from either one of these two lines of demarcation.

Montreal has a long-established reputation for the quality and diversity of the goods available in its shops. The cosmopolitan character of the city, the dual culture of the local population have created needs and buying habits which are reflected commercially in a wide selection of merchandise displayed in famous stores.

Stores are generally open according to the following schedule: Monday, Tuesday, Wednesday and Saturday from 9:00 to 6:00 p.m.; Thursday and Friday from 9:00 a.m. to 9:00 p.m.

United States residents may take back once every 31 days merchandise for personal or household use to the value of $100 (U.S. Funds) duty or tax free provided resident has remained in Canada more than 48 hours. Members of a family household traveling together may combine their personal exemptions.

There are more than 4,000 taxis in Montreal. It is always easy to find one, as they are located on stands at the corner of the main streets throughout the city, near the railway stations, hotels, theatres, restaurants and stores.

The initial charge including the first fifth of a mile or fraction thereof is 35 cents. For each additional fifth of a mile or fraction thereof, the charge is 5 cents. Waiting time is paid for at the rate of 4 cents per minute.

Only taxicab drivers who hold a tourist guide license are permitted to conduct visitors on city tours. The maximum rate is $4.00 per hour even if their services are supplied to several persons at once. This stand is located on the north side of Dominion Square.

In case of articles lost in a taxi,

Notre Dame Church is undoubtedly the most important of Montreal's 300 churches from the historical, and artistic, points of view.

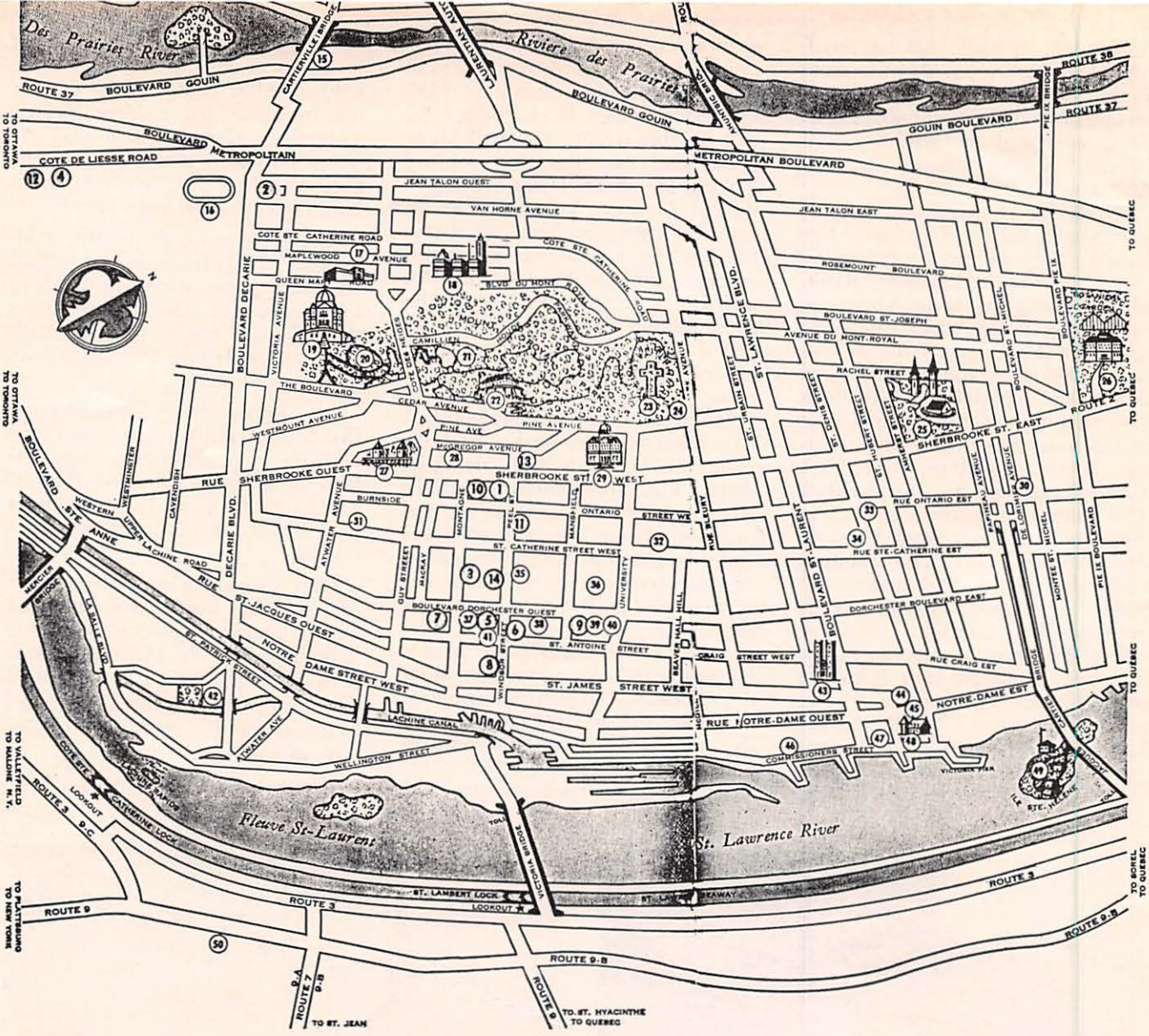
Directed by the Sulpician Fathers, the church resembles Westminster Abbey and the twin towers called "Temperance" and "Perseverance," rise 215 feet about the sidewalk. This is only 2½ feet shorter than the towers of Notre Dame de Paris.

The interior contains outstanding examples of paintings, stained-glass windows, intricate carvings, and minute gilt work. It seats 5,000 persons, with room for another 2,000 standing, and is one of the largest churches in North America.

Notre Dame de Bonsecours Church on St. Paul Street in Montreal harbor is popularly known as the "Sailors' Church." Originally built by Marguerite Bourgeoys in 1657 it was razed by fire in 1754.

The tiny chapel was rebuilt in 1772 on the same stone foundations, and restored again in 1885. The interior is decorated by replicas of ships and other naval articles, which were given to the church by sailors in gratitude for having prayers answered.

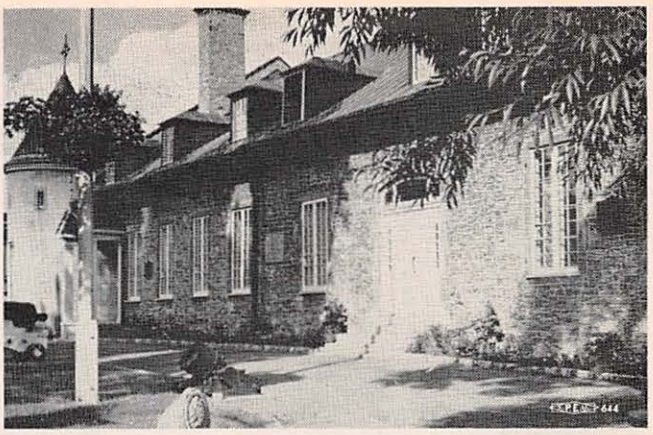
A statue of the Virgin Mary tops the waterfront building. It is turned towards the port in a gesture of benediction for sailors and ships. The church is a "must-see" for visitors.



1—Berkeley Hotel
2—Capri Hotel
3—De La Salle Hotel
4—Holiday Inn
5—Laurentian Hotel
6—New Carleton Hotel
8—Queen's Hotel
9—Queen Elizabeth Hotel
10—Ritz-Carlton Hotel
11—SHERATON-MT. ROYAL HOTEL
12—Skyline Hotel
13—Royal Embassy Hotel
14—Windsor Hotel
15—Belmont Park
16—Blue Bonnets Racetrack
17—Wax Museum
Historical Figures and Tableaux
18—Universite De Montreal
French Language University
19—St. Joseph's Oratory
Brother Andre's Famous Shrine
20—Westmont Lookout
View from Westmount Mountain
21—Beaver Lake
Artificial Lake on Mount Royal
22—Mount Royal Lookout
Bird's Eye View of the City
23—Cross on the Mountain
Illuminated Religious Landmark
24—McGill Stadium
Professional and College Football
25—Lafontaine Park
Children's Zoo, Lagoon
26—Botanical Gardens
and Municipal Gardens
27—Martello Towers
Remnants of Indian Fighting
28—Montreal Museum of Fine Arts
Art Exhibitions
29—McGill University
English Language University
Founded 1821
30—Baseball Stadium
Also Wrestling, Boxing Shows
31—Forum
Montreal Canadiens Hockey Club Home Games,
Boxing, Wrestling
32—St. James United Church
33—Palais Du Commerce
Trade Exhibitions
34—Handicraft Centre
Quebec Handicrafts
35—Dominion Square
Flag Ceremonies,
Square Dancing
36—Place Ville Marie
Railway, Hotel, Office Building Shops
37—Bus Terminal
38—St. James Basilica
Home Church of Cardinal Leger
39—CANADIAN NATIONAL RAILWAYS STATION
40—Airlines Terminal
and International
Civil Aviation Organization
41—CANADIAN PACIFIC RAILWAYS STATION
42—Angrignon Park
43—Notre Dame Church
and Museum
44—City Hall
45—Chateau De Ramezay
Historical Museum
46—Place Royale
Champlain's Campsite 1611
47—Bonsecours Market
Farm Produce, Maple Syrup
48—Notre Dame De Bonsecours
Oldtime Sailors' Church
49—St. Helen's Island
Municipal Park in Mid-River
50—Electric Hotel Reservation Board
51—Ruby Foo's Motor Hotel

One of the most impressive restaurants is the city-operated Helena de Champlain, which was built on Ste Helene's Island in Montreal harbor prior to World War One.

Bearing the name of the bridge of the "Father of New France"—Samuel de Champlain—it is part of a delightful park and is the scene of most major civic banquets.



At present a historical museum across the street from City Hall, the Chateau de Ramezay was originally built in 1705 during the French regime. It was the residence of the governor of Montreal, Claude de Ramezay, who held that post from 1704 to 1724.

It served as quarters for the West India Company from 1745 to 1764, and was the residence of the governors of Canada for 85 years.

the passenger must report to the police as the driver himself is obligated by law to bring to the police station any article lost or left in his vehicle.

There is intense year-long activity in Montreal's 225-odd parks the largest of which are Mount Royal, La-Fontaine, Maisonneuve, and Ste Helene's Island parks. In the summer there are some three dozen indoor or outdoor swimming pools, numerous playgrounds, miniature trains, boat rides, puppet theatres, and the like.

Delegates and their families may go swimming at St. Helen's Island daily from 10:00 a.m. to 10:00 p.m. for a fee of 20¢ for children and 35¢ for adults. Between 10:00 a.m. and noon, children are admitted free. Swimming is also available at Maisonneuve Sports Centre daily except Sunday and Monday from 1:30 p.m. to 10:00 p.m. and there is no fee. Children are not admitted after 8:00 p.m. at either location.

Montreal, with its 4,000 restaurants is by far the gastronomic capital of the country. It has the privilege of benefitting from the gourmet cuisine of its French-language majority and from the national traditions of various other races, who have lived here for over 200 years. Combined, these allow Montreal to present some of the best menus in America. Most offer Canadian, or American-style, menus but the visitor with an appetite for more exotic cuisines may pick from restaurants specializing in food from some 15 foreign countries.

During your stay in Montreal you can taste some typical Canadian dishes and you should not fail to sample the greatest achievement of the Canadian cheese makers: "The four great Quebec cheeses," l'Oka, le Saint-Basile, l'Ermite and Le Camembert "Madame Clement."

Most of the important Montreal restaurants post menus on their door frames, which gives the prospective customers the opportunity to choose in advance among the dishes and prices listed.

In general, tips are not shown on the tab and customers pay directly according to the estimate of the services rendered. The customer is to give between 12 and 15 per cent of the bill. A 5% hospital tax is added to the bill in all the restaurants throughout the province of Quebec.

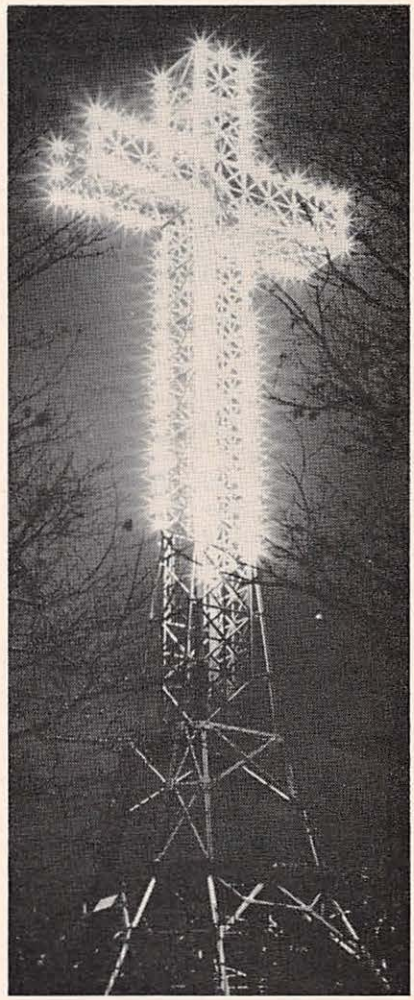
The majority of restaurants visited by tourists are located in the downtown sector bounded by Atwater, Pine, and DeLorimier avenues and the harbor.

Montreal has some 60 movie theatres exhibiting films either in English or French or in foreign languages. In general, theatres located downtown have continuous showings from 10:00 a.m., with the complete last show at 9:00 p.m. Children under 10 are not allowed in movie theatres in Quebec and those between 10 and 16 are admitted only to specially authorized showings and must leave the theatre by 6 p.m.

Radio-Canada conducts free guided tours of the second largest live television and radio production center in North America.

The Montreal Museum of Fine Arts contains an excellent collection of paintings and sculptures from the old masters, antiquity, and the best of modern Canadian creations.

There are numerous interesting historical museums. The largest of these is the Chateau de Ramezay—a building dating back to 1705—



Visitors to Montreal are bound to inquire about the massive illuminated cross which towers 103 feet above the summit of Mount Royal in the center of the city. The mountain itself rises to 764 feet.

The cross is lighted by 240 bulbs and can be seen for over 50 miles on clear days. It was erected there by the St. Jean Baptiste Society in honor of Maisonneuve, the founder of Montreal who planted a wooden cross there in 1643.

Some historians claim Jacques Cartier, who discovered Canada in 1535, also planted a cross on the summit of the mountain.

Long before skyscrapers smothered under their gigantic profile the buildings surrounding them, Mary Queen of the World Basilica, the seat of the Archdiocese was considered the most imposing building of Montreal. The years have not in any way affected its splendor and the huge buildings which overshadow it cannot subdue any part of its majestic dignity.

The Basilica is a replica on a one-fourth scale of St. Peter's Basilica, in Rome. The cornerstone of the building was laid in 1870 and the church opened to the cult in 1894. It seats 1,200 with room for at least another 1,000 standing.

Rising above the Cathedral's portico, may be seen thirteen statues. The tourists and the thousands of Montrealers who cross Dominion Square on their way to church or work have often been intrigued by these statues. Some people believe these figures represent Christ with the twelve Apostles. This is not the case. These statues have simply been offered by Parishes of the Diocese of Montreal and represent their Patron Saints. The statue of St. James stands at the centre and is surrounded by those of: St. Joseph, St. Anthony of Padua, St. Francis of Assisi, St. Vincent de Paul, St. John, St. Paul, St. Thomas Aquinas, St. Patrick, St. Charles Borromeo, St. John the Baptist, St. Hyacinth and St. Ignatius.

which contains relics of Montreal and Canadian history.

Montreal is a city of churches. Among those deserving a visit is Notre Dame—the interior of which is considered to be among the most beautiful in the world. St. Joseph's Oratory is a shrine which draws some 3,000,000 pilgrims annually and which stands as a monument to Brother Andre who was called "the miracle man of Mount Royal." The tiny Notre Dame de Bon Secours church, or "sailors' church," on the waterfront is Montreal's oldest. Mary Queen of the World Cathedral is a half-size replica of St. Peter's of Rome.

Based on a 30 year average, you may expect to find the temperature in Montreal in August with a high of about 76.8 degrees and a low of about 60.6 degrees with an average rainfall of 3.36 inches for the month.

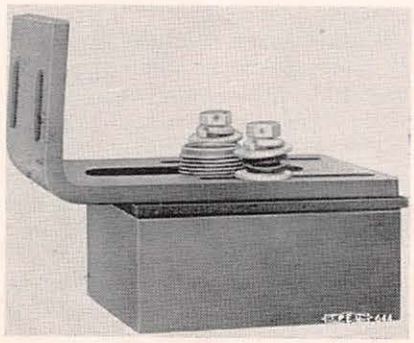
Eastern Daylight Saving time is in use in Montreal during August.

Development of Magnetic Proximity Detector Announced by US&S

The development of a low-cost Magnetic Proximity Detector, to meet the needs of many railroad operating requirements, has been announced by Union Switch & Signal Division of Westinghouse Air Brake Company.

Almost a year of successful field testing of many units on four mainline railroads and one major rapid transit system, has shown that the Magnetic Proximity Detector can be advantageously applied in many operating situations, the manufacturer announced.

One of the most economic applications of this Detector, US&S explained, is that of extending approach circuits at highway crossings. This eliminates the costly need of cutting track and installing insulated joints. This unit can be used for electric switch lock release or for spotting cars at sidings or industrial docks. It can be applied to activate rail oilers and for overrun protection in classification yards. Overrun protection in station areas of rapid transit systems can also be obtained by use of this device. Further, this Detector can be used to establish timing circuits to determine speed of moving vehicles between two selected points, US&S said.



Proximity Detector

The Magnetic Proximity Detector measures 3½ inches long, 2¾ inches wide and 1⅜ inches high, and weighs approximately one pound. It is mounted on a bracket and secured to the web of the rail with two bolts.

Congressman Points Out Some RRs Seek to Wipe Out Service They Fought To Create

A great many of the railroad mergers being proposed in the nation today are not in the public interest, and a great many seek to wipe out the rail service to many communities they fought to create, Representative Claude Pepper of Florida said recently in a radio program released throughout the country by the Railway Labor Executives' Association.

Interviewed by Norman Paige on the eighth program in the second series of public service radio programs called "Working on the Railroads," Congressman Pepper said:

"I firmly believe that many of the mergers that are being proposed are *not* in the public interest. A great many simply seek to wipe out the rail service that many of the very communities that they fought to create need so much."

The Representative continued: "We need our railroads, and we need them particularly in the event of a national emergency. This was proven in the World Wars I and II and in the recent Cuban crisis that so drastically threatened my state of Florida. How else could the military be moved and material be supplied to danger areas?"

Justice Department Charges FEC Violated Railway Labor Act

THE JUSTICE DEPARTMENT accused the Florida East Coast Railway of numerous violations of the Railway Labor Act in hearings which began May 26 before U. S. District Court Judge Bryan Simpson.

The injunction suit filed in Jacksonville, Florida against the FEC asked the judge to forbid these violations of the law and order the railroad to bargain in good faith with the representatives of its employes.

The three main issues involved in the suit were:

- The FEC's notices to the "Non-Op" organizations for changes in pay and working conditions.
- The FEC's notices of July 31, 1963 calling for abolition of its Union Shop Agreement.
- "Conditions of Employment" issued by the FEC on September 1, 1963.

The notice for changes in pay and working conditions and the notice for the abolition of the Union Shop Agreement were unilaterally placed into effect by the FEC despite docketing of the dispute by the National Mediation Board.

Employes now working for the line are required to acknowledge the "Conditions of Employment" on an individual basis and accept the conditions before they are employed on the strikebound road.

The Justice Department charged that all three procedures violated the Railway Labor Act and caused "irreparable injury of the public interest."

A move by the "Non-Op" organizations to participate in the proceedings as intervenors was vigorously opposed by FEC Attorney William Devaney of Washington, however, it was pointed out that, on the carrier's demand, general chairmen of the "Non-Op" organizations were subpoenaed to appear at the hearing and to bring Brotherhood records called for in the writ. Judge Simpson permitted Allen Milledge and Leo Rutledge of Miami to represent the "Non-Op" Brotherhoods as intervenors in the suit.

FEC attorney Devaney proposed that the suit should be held in abeyance pending the outcome of the injunction appeal heard May 25 and 26 in a similar suit involving the Brotherhood of Railroad Trainmen where an injunction was issued ordering the railroad to restore prestrike work rules and pay scales. Judge Simpson ruled that the hearing should continue as scheduled.

The carrier attorney then attempted to have the case dismissed but was once again unsuccessful.

Justice Department Attorney Shapiro pointed out that actions by the FEC "have forestalled mediation of the dispute by the NMB as provided in Section 5 of the Railway Labor Act and are frustrating the functioning of the Board and the purposes of the Railway Labor Act."

The 16 month old dispute was reviewed by the department, going back to 1961 when the services of the NMB were invoked by the 11 organizations because of failure to agree on proposed wage and rules changes.

Mediation was unsuccessful and on October 22, 1962, the parties were advised by the Board that all methods for settling the dispute had been exhausted and that its services were being terminated.

On January 16, 1963, the FEC gave notice to the 11 Brotherhoods and their employes that all non-operating jobs were to be abolished as of January 23, 1963. On that date the FEC's non-operating employes struck to gain the same 10.28 cents hourly pay raise won on all other Class I railroads in June, 1962.

On September 1, 1963, the Justice Department pointed out, the FEC put into effect the document entitled "Conditions of Employment" which set forth entirely new rates of pay, rules and working conditions, again differing from those contained in the existing collective bargaining agreements with the striking organizations.

The Justice Department asked an injunction against the FEC and its officers, employes or attorneys from continuing in effect or implementing the changes of pay, rules or working conditions announced in its notices, except by agreement with the labor organizations representing the employes affected, or until the controversies have been finally acted on by the NMB.

The court was also asked to enjoin continuance in effect of the "Conditions of Employment" promulgated September 1, 1963 except by agreement with the organizations.

The court was further asked by the Justice Department to restrain the FEC from making any changes in pay, rules or working conditions, except in accordance with the procedure of Section 6 of the Railway Labor Act, and from making individual agreements with its employes in any craft or class for which a collective bargaining representative had been designated, except in accordance with the provisions of the collective bargaining agreement for the craft or class.

Finally, the court was asked to require the FEC to revoke all notices and actions complained of and "to bargain in good faith with the labor organizations representing the crafts or classes of its employes."

President Jesse Clark, who attended the appeals hearing held in Jacksonville, toured picket lines and strike headquarters from Miami to Jacksonville and found picketing employes with a steadfast belief in the principles for which they have chosen to fight.

These strikers are waging a good fight and are standing firm in their determination to win.

On another front, efforts were being pushed to split the giant du-Pont estate holdings. Leon Keyserling, one of the Nation's most noted economists, strongly en-

President Jesse Clark, second from left, is shown as he visited striking employes picketing at the entrance to FEC's Bowden Yard near Jacksonville, Fla.

dorsed a bill by Congressman Wright Patmen (Dem., Tex.) to bring the duPont empire under coverage of the Bank Holding Company Act.

Doing so would force the duPont estate—run by financier Edward Ball—either to sell off its great group of 31 banks in Florida or to sell off its other enterprises, most notably a large paper company and the FEC Railway.

In testimony prepared for the hearing on May 26, Keyserling said he considers this bill involves "a vital issue of national public policy."

The duPont estate's present special exemption from the Bank Holding Company Act, Keyserling said, is based first on a "misconception of fact" that the estate is a charitable organization and second on an "erroneous concept" about how the estate operates.

"The duPont estate has been operating and is still operating as an aggressive, vigorous, competitive, expansionary business enterprise, gigantic in size, and exhibiting customary business ruthlessness in its objectives," Keyserling declared.

"This being the case, the public policy that bank holding companies should be subject to the Bank Holding Company Act of 1956, and that such bank holding companies should not engage extensively in non-banking enterprises, should apply directly and forcefully and completely to the duPont estate."

Citing facts and figures, Keyserling warned that the duPont estate's managers already "have pyramided direct holdings into a control of assets clearly in excess of a billion dollars. And this figure may properly be lifted to above two billion, if account is taken of the trust departments of the Florida National (duPont) group of banks."

Keyserling said this matter deserves "immediate Congressional attention" because it involves "flagrant inequality of treatment under the law," because of the duPont exemption's "practical and gigantic inroads upon the objectives of the Bank Holding Company Act," and also because of "a wide range of other trends in the American economy" relating to concentration of wealth and power.

The noted economist said he was testifying on behalf of the Railway Labor Executives' Association, but stressed that "the views I express are entirely my own and independently arrived at."

Pickets are backed up by their families when they stand firm and declare "we are in this fight to win."

New TV Series 'Working On The Railroads' Produced by RLEA

A new series of programs for television entitled "Working on the Railroads" has been produced by the Railway Labor Executives' Association and now is being made available to television stations throughout the country.

Moderated by the well-known newsman, war correspondent and television commentator, Norman Paige, the series consists of open discussions between Congressional leaders knowledgeable about the problems of the railroads and Chief Executives of the 24 Standard Railway Labor Organizations.

The series is being produced by the RLEA as a public service in order to help acquaint the American public with pertinent facts about the raliroad industry and its problems.

Each program is available in two formats, either 28 minutes or 13½ minutes in length. The 13½ minute version is a condensation of the fuller discussion, designed to fill a shorter time spot.

The first eight films in the series have been completed and are currently being broadcast by stations throughout the country. The first film introducing the series features a discussion of today's railroad problems by RLEA Chairman G. E. Leighty and Senator Paul H. Douglas, of Illinois, Chairman of the Joint Economic Committee of the Congress.

Other films are now being prepared for future release. It is anticipated that each Chief Executive of the railway labor organizations affiliated with the RLEA eventually will appear on programs in the series with other prominent Senators and Congressmen.

SHANTY BANTER

Burns Down, Not Up

"Which burns longer, a blue candle or a green candle?"

"I don't know. Which?"

"Neither. They both burn shorter."

Forbidden fruit is responsible for many a bad jam.

No Help

The office was agog as the statuesque blonde wiggled through on her way to the boss' office for an interview for the job as his private secretary. Business came to a standstill when, after the interview, she undulated back the way she had come in.

The boss' assistant rushed to his employer's office and said with a leer: "Well, boss, how did she stack up?"

"38-24-37-68!"

What's the 68 for? asked the assistant.

"That," sighed the boss, "is her I.Q."

Enjoy yourselves. These are the good old days you are going to miss in 1983.

Arf . . . Arf?

Ever notice how dogs win friends and influence people without ever reading books?

Life has many problems. Don't try to solve them all.

Just To Make Sure

Mrs. Smith was greatly impressed by the anxiety of the little boy who came each day to inquire about her sick son.

One day, in a burst of emotion, she thanked him for visiting her son so regularly.

The boy grinned, and explained —"Mrs. Smith, if anything happens to Billy can I have his bike?"

To Please A Friend

Two friends were having lunch together. To one's disgust, the other helped himself to the largest portion on the plate.

"Fine manners you have," said his friend. "If I had been in your place, I would have taken the smaller portion."

"Well," was the answer, "you got it!"

Everything that is worth anything has a fence around it—but there is always a locked gate. All you have to do is find the key.

Old Birthday Suit

Little Mary was watching her little brother in the back yard.

"Mother, mother!" she shouted through the door, "Joey took off his shoes and socks and now he's barefooted all over.

Blue Plate Leftovers

Customer: "What's special for today?"

Waiter: "What we couldn't get rid of yesterday!"

"Been on the train long?"

World's Top Literature

Years ago Mark Twain went to church and heard Dr. Doane, later Bishop of Albany, preach one of his best sermons. After the service he approached Dr. Doane and said: "I have enjoyed your sermon this morning, as it is an old friend. I have a book in my library which contains every word of it."

The good Doctor was aghast. "That can't be so, Mr. Clemens."

"All the same, it is," replied Mark.

"Well, I should certainly like to see that book," said Dr. Doane.

The next morning he received, with Mark Twain's compliments, a dictionary.

A rich widow and her money are soon married.

No Interest

Henry: "I'm sorry but I made it a rule never to lend money. It ruins friendship."

Max: Why let it worry you? We were never what you might call good friends!"

Give a boy a good education and you educate an individual . . . Give a girl a good education and you educate a whole family.

Cracked . . .

Dinner guest: "Will you please pass the nuts, professor?"

Preoccupied professor: "I suppose so, but I should flunk most of them."

When an individual or a business reaches the decision that success has been attained, progress stops.

The Truth Hurts!

The housewife hanging wash in her backyard near the railroad tracks, was shocked at the language used by a signal helper working on a nearby line, so she wrote the company. The signalman in charge was requested to make a report.

The report read:

"Me and my grunt were on the job. I was on the pole making up line taps and accidently spilt some hot solder. It fell on the grunt— right down his neck. He looked up at me and said "Really, my friend, you should be more careful when handling molten metals."

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1.25 VOLT · 2400 AMPERE HOUR
DEPENDABLE · EXTRA LONG LIFE
For Railroad, Navigation Aids, Communications and other Industrial Applications
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TRADE-MARK
BATTERY LIFE INDICATOR

- **Tells at a glance when to replace**
- **Permits optimum use of rated ampere-hour capacity—with safety**
- **Helps railroads reduce battery costs 50% below copper oxide**
- **Reusable indefinitely**

Now, Union Carbide Corporation offers for evaluation a positive means of realizing the power and labor savings inherent in "Eveready" box-type "Air Cell" batteries!

Replacement of copper oxides with box-types equipped with the new indicator gives railroads increased capacity per battery, longer on-the-job life, and simplified maintenance—all adding up to a 50% saving or more.

The "Eveready" Battery Life Indicator, accurate to ±5%, tells ampere-hours used . . . eliminates guesswork and calculations . . . makes box-types practical for track circuits, operating signals, and crossing sets.

Already used in missile and space systems, this revolutionary meter is easy to install, withstands shock and vibration, and provides dependable read-out in any weather. Write for full information.

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GOP Maps All-Out Big-City Vote Push

Editor's Note: This is another of the monthly reports prepared by the AFL-CIO Committee on Political Education for publication in The Signalman's Journal.

TEN MAJOR INDUSTRIAL areas have been pin-pointed by the Republican party for an all-out drive to harvest votes among minority and low-income groups. Together, the 10 big cities represent states which control 220 of the 270 electoral votes needed to elect a President. The cities are New York, Los Angeles, Detroit, Chicago, Baltimore, St. Louis, Philadelphia, Milwaukee, Newark, Minneapolis-St. Paul.

The drive will eat up a big portion of the $12 million campaign kitty Republicans figure they will need to finance National Committee activities for the 1964 campaign. According to a memorandum circulated by GOP National Chairman William Miller, about $9.5 million will be poured into the presidential contest; $2 million to help GOP candidates for the House, and $500,000 for senatorial candidates.

Though the big-cities program will be emphasized, Republicans plan as well to focus heavy activity in 17 states with high farm population, including among them five of those represented by the big city list—Illinois, Michigan, California, Wisconsin and Minnesota. Other states on the GOP list are North and South Dakota, Indiana, Ohio, Nebraska, Kansas, Colorado, Oklahoma, New Mexico, Utah, Wyoming, Washington.

The GOP decision to concentrate in selected big cities probably is an outgrowth of the party's reading of 1960 campaign results, when John F. Kennedy drew most of his strength from industrial areas.

At a meeting of GOP National Committee members in January, 1962, a special committee, formed specifically to study 1960 results in the big cities and to recommend new techniques to draw support, reported, "The Republican Party lost the 1960 presidential election in the big cities of this nation. If we had done a better job in some of these big cities, we could have carried eight more states with 173 electoral votes."

The special GOP committee emphasized ". . . it is not necessary for us to carry the big cities—we just need to reduce the Democratic margin . . . then our outstate and suburban strength, under normal conditions should enable us to carry the state."

It stressed, too, its opinion that ". . . it is more evident than ever before that the big cities still offer fertile ground for the Republican Party, if it is willing to provide adequate finances, leadership and personnel to plan and execute intensive year-round programs."

Following are the states where Republicans plan an all-out effort this year. Each state's electoral vote total is noted. Needed to elect a President: 270 electoral votes.

New York, 43; California, 40; Michigan, 21; Illinois, 26; Maryland, 10; Missouri, 12; Pennsylvania, 29; Wisconsin, 12; New Jersey, 17; Minnesota, 10; Ohio, 26; Indiana, 13; South Dakota, 4; North Dakota, 4; Nebraska, 5; Kansas, 7; Colorado, 6; Oklahoma, 8; New Mexico, 4; Utah, 4; Wyoming, 3; Washington, 9. TOTAL: 313 electoral votes.

Medical Care for the Aged

Social Security Increases No Substitute for Medicare

The National Council of Senior Citizens sent word to the House Ways and Means Committee, which resumed closed sessions May 12, that "increased social security cash payments are no substitute for the enactment of medicare."

The organization claimed that a combined membership of two million in 1,700 affiliated older people's clubs across the nation. More than 1,200 delegates from 40 states attended the third annual convention which recently concluded three days of meetings in Washington, D.C.

John W. Edelman, president, of Arlington, Virginia, said he had delivered today to Chairman Wilbur D. Mills and all members of the Ways and Means Committee, copies of resolutions adopted by the seniors' convention which spelled out the objectives of his organization concerning hospital insurance proposals and the prospects for future increases in social security cash benefits.

Edelman said insurance against hospital and nursing home care for all aged persons through the time-tested and financially-sound Social Security system continues to be the No. 1 objective of the National Council of Senior Citizens.

"An increase in social security cash benefits—while long overdue for all beneficiaries and especially for widows and persons receiving minimum benefits—is not an acceptable substitute for paid-up insurance against the heavy and unpredictable costs of medical care," he added. "Nor can we accept as the basic solution to this problem the method used in Kerr-Mills legislation which, regardless of how it is improved or how many years it operates, will still rely on a means test that degrades and pauperizes self-respecting older people and their families.

"As our Nation's basic method of preventing dependency due to

Union Switch & Signal Division of Westinghouse Air Brake Company announces the availability of an illustrated publication describing the new Magnetic Proximity Detector, designed for sensing the presence of railway car wheels, or for any ferrous metal mass, at a particular point.

The Bulletin lists applications of the Detector, its features, operation and mounting arrangement. Ask for Bulletin No. 194. Mention The Signalman's Journal.

medical costs in old age and as an essential weapon in our war against poverty, the National Council of Senior Citizens therefore urges the enactment in 1964 of hospital insurance financed through Social Security."

Edelman said his organization had suggested the following for consideration as improvements in the Social Security act after enactment of "medicare":—

- Opportunities for earlier retirement—perhaps as early as age 60 for men and 55 for women;
- A basic increase in social security benefits to bring them into line with the concept of a modest but adequate budget as set forth by the Bureau of Labor statistics;
- Some program for keeping benefits in line with the rising cost of living and ever-increasing national productivity;
- Increase the widow benefit to 100 percent of her husband's benefit at the time of his death;
- Reduction or elimination of a waiting period under the disability retirement program;
- A review of the need for further decentralization of the retirement test.

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Edelman said the Executive Board of the National Council, which met at the conclusion of the three-day convention, had expressed "high optimism" that a social security-financed health care bill would be voted out of the Ways and Means Committee at the conclusion of its executive sessions.

"House Speaker John McCormack told our convention delegates there are definitely twelve Democratic votes on the Committee in favor of medicare," continued Edelman. "He appealed to any one of the ten Republican members to join with these Democrats to provide a pro-medicare majority on the 25-member Committee.

"The vast majority of the people of this nation—not merely the 18 million Americans who are over 65—are in favor of immediate enactment of social security-financed hospital insurance for the aged. The desperate need, the gross inadequacies and high cost of private insurance, the disappointing performance of the states regarding Kerr-Mills legislation and its built-in indignity, have been made abundantly clear to each member of the Ways and Means Committee throughout many sessions of hearings.

"It is seven years since former Congressman Aime J. Forand of Rhode Island suggested social security financing for medicare to this Committee, and three years since the King-Anderson bill was introduced," continued Edelman. "The Ways and Means Committee has no grounds left for continuing to delay this proposed legislation. Every Congressman is under pressure from his constituents to vote on the hospital insurance bill, but the blind obstructionism of a handful of men is preventing this important vote."

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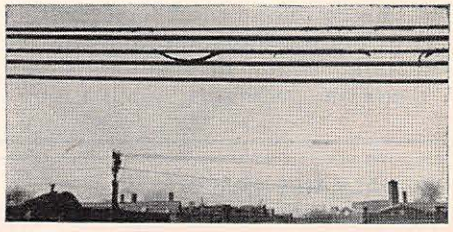

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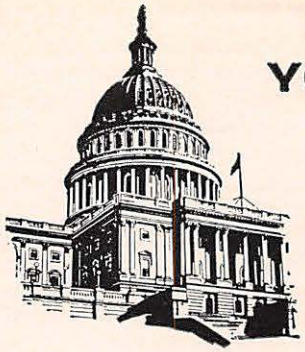


YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

CONGRESS IS NOW MOVING into its final lap prior to an adjournment or recess for the major political party conventions, in July and August.

Whether Congress actually adjourns for the year, or recesses for a special session after the conventions, will depend on the outcome of the battle over civil rights legislation.

At this writing, a civil rights talkathon was still under way in the Senate. Should the filibuster drag on until the eve of the conventions, then it's considered highly likely that a special session will be called to act on the backlog of unfinished business.

That backlog, among other measures, includes: "Medicare" for the aged (hospital and nursing home insurance) under Social Security and Railroad Retirement; anti-poverty legislation; Wage-Hour Act liberalization; enlarged Area Redevelopment program; wage-salary increases for Federal employes; broadened food stamp plan; housing program; mass transit bill; "truth in lending" and "truth in packaging" legislation, and a number of other vital measures.

President Johnson has pledged all-out efforts to win enactment of civil rights, "Medicare", the anti-poverty package, Federal salary boosts and of several other major bills awaiting action. How much of that he will wrest from Congress before this year's Presidential election campaign begins remains to be seen.

Busy Schedule for LBJ

LBJ's impact as President has been growing stronger week by week. He has become known as "Mr. Dynamo," "Mr. Whirlwind" and "Mr. Tornado" because of the vast number of activities he has undertaken, his innumerable meetings with major groups in our society, his frequent press conferences, his exposure to vast crowds on rapidfire trips, his achievement in persuading the railroads and the "operating" unions to reach a settlement of their 4½ year work rules dispute over the bargaining table, and many other moves that have made his image stronger by the day.

In one whirlwind week, he took time out to meet with the nation's labor editors at the White House, including many editors of the publications of the railway labor unions.

He spent almost an hour addressing them, then threw the floor open to questions, thus turning the event into the first press conference ever held by a President with labor editors.

Also, the President and Mrs. Johnson were gracious hosts at a reception for the labor editors, which continued for another hour or two in the White House. LBJ circulated personally among the editors and chatted with them. All in all, it was a memorable evening.

In his talk to the editors, President Johnson paid an impressive tribute to the importance of the labor press. He hailed its "recurrent sounding of the call to battle" on behalf of progressive measures to solve the nation's problems.

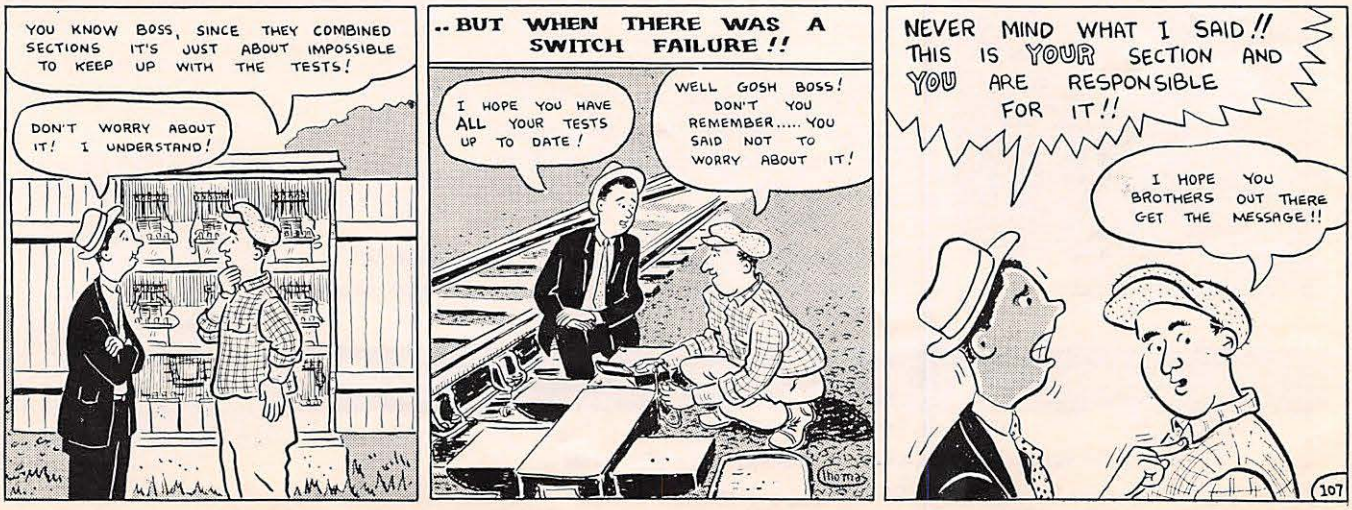
"You are part of the conscience of society," he told the editors. "You are always goading. You are never satisfied with the job that is partially done. You are always working and calling for further advancement of working people. You speak on behalf of values.

"You generally speak out of a deep commitment to justice at the working place. . . . I think all Americans are grateful for the voice of the labor press."

Price Spread Investigation

Many members of Congress have touched lately on an economic paradox facing America—namely, falling farm prices, but higher prices to consumers. Committee hearings have been held on this paradox, and indications are that Congress will set up a bipartisan

SIGNALMAN'S LAMENT **BY THOMAS**


YOU KNOW BOSS, SINCE THEY COMBINED SECTIONS IT'S JUST ABOUT IMPOSSIBLE TO KEEP UP WITH THE TESTS!
DON'T WORRY ABOUT IT! I UNDERSTAND!
.. BUT WHEN THERE WAS A SWITCH FAILURE !!
I HOPE YOU HAVE ALL YOUR TESTS UP TO DATE!
WELL GOSH BOSS! DON'T YOU REMEMBER..... YOU SAID NOT TO WORRY ABOUT IT!
NEVER MIND WHAT I SAID!! THIS IS YOUR SECTION AND YOU ARE RESPONSIBLE FOR IT!!
I HOPE YOU BROTHERS OUT THERE GET THE MESSAGE!!
Thomas
107

commission to investigate this gap, as urged by President Johnson.

Typical of Congressional comments about that situation was a statement made by Congressman Robert Kastenmeier (Dem., Wis). He voiced "grave concern about the growing spread between what the farmer gets and the consumer pays."

In the case of livestock, he said, prices received by farmers "have slumped to the lowest point since 1956, yet consumers pay 20 percent more for meat than they did eight years ago."

This, he said, indicates "something is wrong with the market mechanism" or that "someone has unusual power over both prices paid to farmers and charged to consumers." A thorough inquiry into the situation is needed, he declared. Many other Senators and Congressmen have made the same point.

America boasts about leading the world in many fields, but in the case of "Medicare" it lags woefully behind. That grim contrast was graphically underscored by one of the most progressive women members of Congress—Mrs. Edith Green (Dem., Ore.)

"It is scandalous," she said bluntly, "that the major industrial nation in the world does not have a comprehensive program of providing hospital and medical care benefits for its older citizens who have contributed to their country's wealth and resources."

Many other industrial nations, she pointed out, "provide hospital, clinical and medical benefits for all," and about 65 countries "provide comprehensive programs for their senior citizens."

But in the United States, she said, a bill to provide limited benefits for the elderly "remains unhappily locked up in the House Ways and Means Committee." It must be pried loose, she declared.

The fact is, however, that "Medicare" for the aged will be pried loose and passed by Congress only if trade unionists, America's senior citizens and people generally swamp their lawmakers in Washington with demands for enactment of the program.

The power of the banker-controlled Federal Reserve System over the nation's economy has drawn a mounting barrage of criticism. In the House, Congressman Wright Patman (Dem., Tex.), chairman of the House Banking Committee, has been waging a ceaseless battle to clip the wings of the Reserve System.

At recent hearings conducted by Patman's Banking Comittee, Research Director Nathaniel Goldfinger of the AFL-CIO called for a major overhaul of the System to make it more democratic and prevent it from "threatening the economic well-being of every American."

"What the Federal Reserve System decides," he warned, "can affect job opportunities of men and women all over America."

The System's "tight-money," high-interest policies, he charged, helped set off three recessions since 1953, and a fourth may be in the offing, he declared, unless its power to impose "restrictive tight money and high interest rates" is curtailed.

Similarly, Leon Keyserling, noted economic and former chairman of the President's Council of Economic Advisers, testified that the Reserve System's imposition of "tight money" and rising interest rates has sharply slowed America's economic growth rate and held down employment in the past decade.

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By SIDNEY MARGOLIUS, for The Signalman's Journal

Why Your Food is High: What You Can Do About It

THE U.S. SENATE IS GOING to take a long, cool look into why you have to pay as much for food as you do, Senator Philip A. Hart (D., Michigan), chairman of the Senate Anti-Trust Subcommittee, revealed at a recent legislative conference of the Cooperative League of the U.S.A.

If the investigation is as thorough as Senator Hart's hearings on deceptive packaging, the public is going to get a useful lesson into why food prices are high, and what it can do about it. Senator Hart's "truth-in-packaging" bill, which would require more informative packaging, still is being held up by the Senate Commerce Committee. (Unfortunately, Senators are getting more letters from food manufacturers' personnel opposing the bill than from consumers urging its passage).

But meanwhile, consumers learned from the hearings about the need to look for the net weights of contents even if they are half-hidden on the packages, and to compare weights of different packages even if they appear to be the same size.

The forthcoming hearings on food are needed urgently. Despite the U.S. Agriculture Department's constant efforts to tell the public that "food is a bargain," food is a major expense problem to working families and should and could cost less than it does.

A number of Senators and the Administration especially are concerned that while livestock prices dropped sharply this winter, retail prices of beef went down relatively little, and on some cuts, not at all. The big worry now is that since retail prices dropped little in a time of heavy supply, they may rise sharply during the season of reduced supplies this summer.

If you don't have to work as long for a pound of meat or loaf of bread as your father used to, as the Agriculture Department argues, it is only because farmers are subsidizing the marketing system by producing more at lower cost, as Jerry Voorhis, executive director of the Cooperative League, points out, and also because unionization has managed to raise hourly pay rates. The fact is, the spread between farm and retail prices is getting wider all the time. The farmer used to get about 50 cents of every dollar you spend for food. By 1957-59, he was getting 40 cents. In 1962, he got thirty-eight cents. Last year, the latest period for which figures are available, he got thirty-six cents.

In other words, the U.S. Agriculture Department has failed at its chief mission, which is to reduce the spread between what the farmer gets and what the consumer has to pay.

The Agriculture Department tends to act as an apologist for food processors and distributors. Most recently, Assistant Secretary of Agriculture George L. Mehren, who, ironically, is the department's "consumer representative," told the National Institute of Animal Agriculture that "Today's consumer is served by a new, bright, rapidly evolving system of supply, production and processing—and a far greater battery of governmental protective services than most people realize. . . . This kind of consumer is not the captive of her neighborhood grocery stores as her mother was. She has her choice of a number of large supermarkets—each of which is striving to outdo the other to please her."

Actually, the supermarkets Mr. Mehren praises are overrated in their effectiveness in reducing food prices. As supermarkets have become larger and elaborate, their margin (the slice of your dollar they take) has increased from 16-18 percent, to 20-22 percent.

Often today, when it comes to basic staples, the consumer's choice among supermarkets boils down to a choice of which offers a limited amount of specials but otherwise charges the same twenty-seven cents for a package of cornflakes, out of which the farmer gets 2.7 cents for the corn. Often the only real choice consumers have today is a choice of different colors in trading stamps.

In the coming period of rising food prices, you need to watch food spending carefully to paying even more than you now do. Here are 6 policies to use to defend yourself against today's high marketing costs:

- Shop more widely among different markets. As we've been warning, supermarkets aren't reducing basic prices but are using specials to attract traffic. We have found differences of as much as forty cents a pound on steaks recently; even twenty cents on lower cost cuts like chuck.
- Use the less expensive cuts. In pork, for example, the Boston butt costs less and yields about eighty-four percent lean meat compared with sixty-three for whole ham, the New York State Cooperative Extension Service points out. Lamb shoulder costs less per serving than leg of lamb. Chuck usually is the buy in beef, followed by flank steak.
- We're coming into a period of reasonably priced poultry. Turkeys and broilers both are in heavier supply than last year and often are used as supermarket specials.
- Use the least processed form of food you conveniently can, not the so-called "convenience foods with built-in maid service" that the manufacturers and stores push, and the Agriculture Department tends to praise. Processed and semi-prepared foods actually are a main reason why farmers are getting less while you pay high. One of the most expensive examples is the new frozen vegetables already pre-

pared with sauces and packed in foil bags. You pay 29 cents for a 9 ounce package of the frozen creamed spinach "in the new miracle pack." But uncreamed frozen spinach in the old miracle pack costs only 11 cents for 10 ounces.

• Use more of the canned products in heaviest supply in your family menus. Currently, these money savers include canned corn, applesauce and tomatoes.

• Buy the bulk form and larger sizes where still available. For example, cottage cheese in bulk costs twenty-two cents a pound; in containers, seventeen cents for a half pound. Sometimes the Agriculture Department and food manufacturers say that buying smaller sizes avoids waste. But because of the much higher prices usually charged for smaller size packages, you have another form of waste—money. The money saving trick is to buy the larger quantity and plan how to use it for more than one meal or in more than one recipe.

Railroads Needed for Defense and Future Development of America

Senator Lee Metcalf of Montana and President Jesse Clark of our Brotherhood recently agreed that America still needs its railroads.

Interviewed by Norman Paige, in the fifth recorded radio program in the RLEA's second "Working on the Railroad" series released throughout the United States, Senator Metcalf said, "I believe honestly that the railroads today are more important to our nation than at any time in history. America needs its railroads and needs them desperately."

Expressing concern over the current widespread move to merge railroads, the Senator continued: "I am concerned about the deterioration of the communities where service will be abandoned or curtailed. I am concerned about the loss of jobs and the loss of efficiency by the monopolistic aspects of these mergers."

President Clark said, "Many who have been led to believe anything they read have unjustly accused railroad labor of merely trying to save jobs when it opposes railroad mergers. This is a factor, of course, an important factor, but we, too, are concerned with America's future economy and defense."

He added: "I really think that these are the two important issues at hand — defense and economy. The rush of all businesses and industries to merge is not helping to insure our future."

In speaking of the proposed Northern Pacific, the Great Northern, the Burlington, and the Spokane, Portland and Seattle merger, Senator Metcalf said, "If such a merger should take place, four great systems would become one. It is needless to say the curtailment of passenger and freight service would be almost immeasurable. Montana would be adversely affected in its shipping, its passenger service, and this would inevitably cause havoc in the economy of my state. Cutback in railroad employment alone, in Montana, would affect us seriously."

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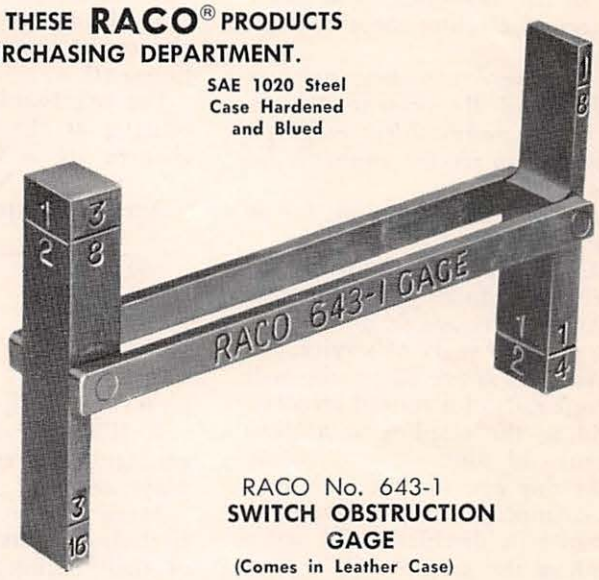

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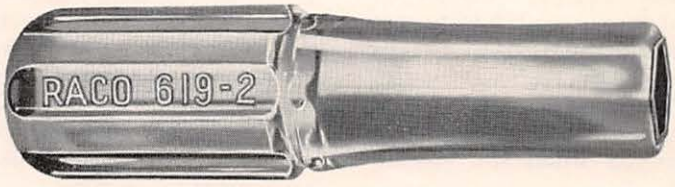

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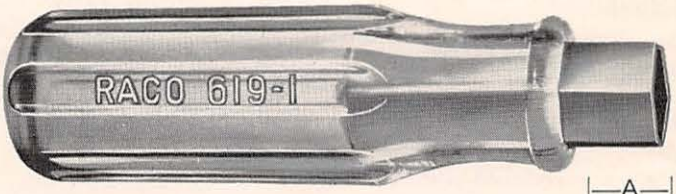

|—A—|

619-1 RACO INSULATED SOCKET WRENCH (A = ¾")
619-3 RACO INSULATED SOCKET WRENCH (A = 2¾")
619-4 RACO INSULATED SOCKET WRENCH (A = 1")
619-1, -2, -3 are for Std. AAR Nuts
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Early Retirement on a Reduced Annuity Under the RRA

UNDER CERTAIN CONDITIONS, railroad employes and their wives can receive monthly benefits before age 65 if they accept a reduction in the amount of their annuities. The following questions and answers explain some of the advantages and disadvantages of electing these reduced annuities.

1. *Are there any provisions in the Railroad Retirement Act under which nondisabled employes and wives can receive annuities before age 65?*

Yes. There are provisions for an annuity:

- As early as age 62 for an employe with 10 to 29 years of service,
- As early as age 60 for an employe with 30 years of service,
- As early as age 62 for the wife (or husband) of a retired employe, providing the employe is at least 65 years old, and
- At any age for the wife of a retired employe if she is caring for his minor or disabled child, again providing the employe is at least 65 years old.

All these benefits, with the exception of those payable to women employes with 30 years of service and those to wives who are caring for children, are reduced by 1/180 for each month the individual is under age 65 when the annuity begins.

2. *Are annuities which begin before age 65 reduced if they are based on disability?*

No. Annuities to employes who qualify on the basis of total or occupational disability are not reduced because they begin before age 65.

3. *If I elect a reduced annuity, will the reduction continue after I reach age 65?*

Yes. The reduction will continue as long as the annuity is payable.

4. *What are some of the advantages of electing a reduced employe annuity?*

From a financial point of view, the most important advantage is that your annuity is payable for a longer time than if you wait until age 65 to retire. Unless you live more than 15 years after retirement, your total lifetime benefits will be higher if you elect a reduced annuity than if you retire at age 65 with the same service and earnings. (As explained in question 8, if you will have more creditable service or higher average earnings at age 65, the situation is somewhat different.) Another advantage of the reduced annuity is that it is a source of immediate income to an unemployed worker.

5. *What are an employe's chances of living 15 years after retirement?*

For nondisabled male employes retiring at the present time, the chances are as follows:

Age	Number per 100 expected to survive 15 years
60	56
61	53
62	50
63	47
64	44
65	41

6. *What are some af the disadvantages of electing a reduced employe annuity?*

Many career railroad employes in their early sixties are at the peak of their earning capacity. If they retire on reduced annuities, their retirement income in the years before age 65 will usually be much less than their earnings from continued employment. Also, their annuities may be considerably smaller than if they acquired additional service or earnings credits before retirement.

7. *How much higher will my annuity be if I work until age 65 instead of retiring early?*

The answer depends on your present age and on the extent to which your service and earnings credits change. First, by retiring at age 65, you escape the reduction in your annuity because of early retirement. On this basis alone, your annuity at age 65 is 25 percent higher than at age 62, 15 percent higher than at age 63, and 7 percent higher than at age 64. Second, by continuing to work past age 62, you may acquire more service and earnings credits and thereby increase the amount of your annuity. For example, if you have less than 30 years of service, an additional year's service could increase your annuity by as much as $9.20 a month. Even if you already have been credited with the maximum of 30 years' service, additional railroad work may raise your compensation credits and thereby increase the amount of your annuity.

8. *I plan to retire with more service credits and higher average earnings at age 65 than I have now at age 62. How long must I draw my full annuity before my total annuity payments are larger than if I had retired on a reduced annuity?*

The length of time varies with the individual case, but is always less than 15 years from the proposed date of retirement on a reduced annuity. For example, assume that if you retire now at age 62 you will receive a reduced annuity of $120. Suppose, on the other hand, that if you work until age 65 your full annuity at that age would be $160, taking into account your additional service and earnings from age 62 to age 65. If you draw your full annuity for more than 9 years, your total payments would be more than if you had retired on the reduced annuity at age 62.

9. *Is it to a wife's advantage to elect a reduced annuity?*

If her husband has already retired, it is generally to a wife's advantage to elect a reduced annuity as soon as she becomes eligible. Unless both she and her husband survive 15 years after her retirement, the total payments of her reduced annuity will be more than she would have received if she had waited for the full annuity. If an employe is 65 years old and his wife is 62, the chances of both surviving 15 years are small—only about one out of four. For older employes and wives, of course, the chances are smaller.

New Publication Describes Transient Voltage Suppressor

Union Switch & Signal Division of Westinghouse Air Brake Company, Pittsburgh 18, Pennsylvania, has an illustrated publication describing their new 6FL-1 Transient Voltage Suppressor for preventing damage to transistors in railroad radio power supply circuits, and to protect other transistorized apparatus.

The publication describes the performance capability of the Transient Voltage Suppressor, construction details and operating characteristics. Ask for WR-1012. Mention The Signalman's Journal.

Sustaining Awards Uphold Brotherhood Claims

(Editor's Note: A number of Awards have been adopted by the NRAB during recent months upholding our Brotherhood's position in claims resulting from violations of the Signalman's Agreement on various railroads. Considering the number of Awards it was necessary for us to condense this material and extract only the basic provision of each Award to allow ample room for publication. Additional information will be furnished regarding any particular Award, on request.)

AWARD NO. 11507
(B. of R.S. v. L.& N.)

Claim: Minimum call for two Maintainers and two Helpers.

Facts: The Carrier assigned other than signal employes to cause signals 281 and 662 to display the stop and proceed indication for the purpose of conducting efficiency tests.

Held: Insofar as the claim relates to other than signal employes disconnecting control wires to cause Signal 662 to display stop position, Carrier admits violation of the Agreement. We will, therefore, sustain the claim in this respect.

The remaining issue is whether supervisory personnel by applying a temporary shunt violated the Agreement. The installation of a temporary shunt is work on the signal system circuit, and during the time the shunt is in place it is an integral part of the circuit.

It was established, as far back as Award No. 3688, that the installation of a temporary shunt is work generally recognized as Signalmen's. This finding comes within the broader finding that all work on signal line circuits is generally recognized as signal work.

AWARD NO. 11517
(B. of R.S. v. C. of Ga.)

Claim: J. R. Estes, Jr., for restoration of his seniority rights under the Signalmen's Agreement, account his position being abolished September 16, 1960, and Mr. Estes' physical condition not permitting him to exercise his seniority and continue to work.

Facts: During the period of time this grievance was handled on the property, the only medical information in the possession of Carrier was to the effect that Claimant was physically fit for work as a signalman. In an independent proceeding, the Railroad Retirement Board made the adjudication that grievant was *permanently* disabled to perform work in his regular occupation. This decision, which was rendered in the month of October, 1961, granted Claimant a disability annuity retroactively effective September 17, 1960.

Held: Consequently, we cannot hold Carrier to be at fault when, acting upon the only competent medical evidence then available, it required Claimant to either exercise his displacement rights or forfeit his seniority rights. However, we accept the later decision of the Retirement Board as correct.

Although we do not find that the complained of action of the Carrier was in violation of the Agreement of the Parties, we believe that in view of the later developments the seniority rights of the Claimant should be restored.

AWARD NO. 11859
(B. of R.S. v. S.P.)

Claim: Signalman-Relief Signal Maintainer be paid the difference between the straight time rate paid and time and one-half for the seventh day worked in one week.

Facts: The Claimant, during the period August 6, through August 25, relieved Signal Maintainer Jacop whose work week was Tuesday through Saturday, rest days Sunday and Monday; during the period August 25th through September 1st he relieved Signal Maintainer York, whose work week was Monday through Friday, rest days Saturday and Sunday.

Held: Rest days attach to positions filled, and since Jacop's position called for rest days of Sunday, August 25 and Monday, August 26, Claimant's work on the latter date was rest day work for which premium is due. This holding accords with the 40-Hour Week Agreement and prior awards of this Board.

AWARD NO. 11558
(B. of R.S. v. C.R.I.& P.)

Claim: Carrier pay Signal Maintainer Fowler for three hours at overtime rate.

Facts: Carrier called and used maintainer from adjoining territory.

Held: The record conclusively shows that Claimant was the "regular assignee" who was entitled to be called. Carrier says that Claimant was not called because he failed to "notify the person designated by management of" his "regular point of call." Carrier's position has no foundation in fact.

Carrier never denied Petitioner's statement that the General Chairman asked the Signal Engineer to designate the person to whom point of call and absence may be made and that no advice had been received.

There is no denial in the record that Claimant had previously been called for emergency work. The record is also clear that Claimant had no telephone. A point of call does not apply exclusively to a telephone; it may be the employe's home address.

A comparable issue between the same parties was involved in Award 11333. The facts in this case do not show that Carrier made a reasonable showing to reach Claimant and call him for the emergency work.

AWARD NO. 11508
(B. of R.S. v. L.& N.)

Claim: Four hours at overtime rates for Signal Maintainer and Helper.

Facts: Assistant Signal Supervisor placed a shunt on a track circuit for the purpose of causing a signal to display a restrictive indication so that he could conduct an efficiency test.

Held: As in Award No. 11507, the Scope Provision of the Agreement reserves to Signalmen "any other work generally recognized as signal work." For the reasons stated in Award No. 11507, we will sustain the claim.

AWARD NO. 11670
(B. of R.S. v. L.& N.)

Claim: The Carrier compensate Signal Maintainer Pearson and Signal Helper Vaugh for an amount of time at their respective overtime rates equal to that used by Signal Maintainer Wood and his Helper in performing the work on Pearson's and Vaughn's assigned territory.

Facts: The Carrier failed to call Signal Maintainer and Helper for service on their regular assigned territory on November 24, 1957.

They were assigned a vacation

period November 18 to 22. The Maintainer and Helper from the adjoining territory were called about 6:00 p.m., November 24 to look after trouble working until 4:00 a.m., November 25.

The question to be answered is the time and date that the Claimants' vacation ended insofar as their right to be called is concerned.

An agreed interpretation of the Rules provides: "'The 24-hour period is computed from the beginning of the employees regular starting time ***' *** the same period should apply to vacation time."

Held: That the vacation started at 7:00 a.m., November 18, and ended at 7:00 a.m., November 23. Thereafter, the Claimants were entitled to call.

AWARD NO. 11571
(B. of R.S. v. L.& N.)

Claim: Compensation for Signal Maintainer and Helper for minimum call.

Facts: Carrier directed Signal Maintainer assigned to Retarder Yard to replace a rectifier tube in the CTC system assigned to Claimants. The call rule provides that, unless registered off call, maintenance employees will be called for service to be performed on their assigned territory.

Held: The work was not that of the Signal Retarder Maintainer used, but was within the territory of the Claimants. There is no showing that the services of the Helper was needed or required. The claim for the helper cannot be sustained.

AWARD NO. 11726
(B. of R.S. v. U.R.R.)

Claim: Mr. R. S. Shaffer be allowed an amount of hours equal to that spent by other employes on the position of Signalman (Office) at the current Signalmen's rate of pay.

Facts: Carrier abolished the position of Signalman (Office) and assigned the clerical duties of the position to a Clerk. The Agreement provided in part: "*** nor is it intended to take away from signal forces covered by this agreement any work which they have heretofore generally performed.***"

Held: The Agreement reserved that work to the signal forces. To nullify such reservation will require negotiation. This is not a case where the work decreased to the vanishing point and the position was therefore abolished. Here the very opposite took place, the work increased. Consequently the work was not abolished, it was merely shifted. That violated the Agreement.

AWARD NO. 11622

Claim: Request that U. C. Waigand be reinstated to his position and that he be awarded his back pay from the date of his discharge.

Facts: Employe refused an order of the Signal Supervisor in the belief that it was not safe nor was it within his province to change a basic plan. The employe requested his supervisor to give him written instructions which the supervisor refused to do.

Held: The action of the employe was a disobedience, although the employe's motives may have been in good faith.

The Board is of the opinion that the degree of insubordination under the facts and circumstances is not sufficiently flagrant and willful to warrant the extreme punishment of severance from employment.

The claim for restoration to service, with seniority unimpaired is allowed.

AWARD NO. 11732
(B. of R.S. v. C.R.I.& P.)

Claim: The Carrier compensate the employes of Signal Gang No. 8 for three (3) days' pay each at their respective rates of pay.

Facts: The Carrier assigned and/or permitted an outside contractor to install conduits for underground signal cables in connection with the installation of crossing signals.

Held: There is no question but that the disputed work is within the scope of the effective agreement. The employes who did all the work of constructing the signal were entitled to do the work of laying the conduit also. The Carrier is not entitled to whittle away work covered by the agreement and which, as here, was usually performed by signalmen. If the construction of the signals and putting the wires through the conduits is covered by the agreement, it is difficult to see how construction of the conduit would be different.

AWARD NO. 11733
(B. of R.S. v. SOUTHERN)

Claim: Pay for two Signalmen, one Assistant Signalman, and two Signal Helpers at their respective rates of pay for eight hours each.

Facts: A new spur track was to be built necessitating the raising of transmission lines by replacing three poles with longer ones. Carrier arranged for a contractor to furnish men and machinery to deliver and set the new poles. The Agreement allowed the contracting of larger installations of new work and the performance of some transmission line work by Electrical Workers.

Held: That the work did not fall within the provisions for contracting and that Carrier's argument would have been more valid if the work had actually been assigned to the Electricians rather than outsiders, and that the negotiating of work into two agreements is no warrant for contracting that work to outsiders. That the claim would be granted to the extent of nine man-hours, the amount of time spent by the contractor's employes.

AWARD NO. 11761
(B. of R.S. v. C.&O.)

Claim: The Carrier compensate Signal Maintainer and Signal Helper for minimum call account not being called at 2:30 A.M.

Facts: An electric Switch failed to lock in the normal position, and a track foreman and one laborer were called to clean snow and ice out of the switch points, after which the switch operated normally.

Held: That the work involved was incidental to the proper operation of the interlocking and as such belongs to employes covered by the Signalmen's Agreement.

AWARD NO. 12024
(B. of R.S. v. P.R.R.)

Claim: T & S Department employes be paid a comparable amount of time for each hour that persons not covered by the T & S Agreement were allowed to perform T & S work from June 7, 1958 until the practice is discontinued.

Facts: The Carrier allowed persons not classified in the Agreement to perform recognized T & T work on the 4150 volt line in Coalport Yards. (The Carrier contended that damages should not be allowed at overtime rate.)

Held: To pay the Claimants at an overtime rate for June 7, 8 and 14, 1958, does not constitute the exaction of a penalty. Applying the principle that the party injured by a breach shall be made whole, the Board finds that had the Carrier refrained from employing the outside contractor the Claimants

would have performed such service on rest days and would have been paid at the overtime rate. The claim shall be sustained at the overtime rate for June 7, 8, and 14, 1958.

AWARD NO. 11879
(B. of R.S. v. VIRGINIAN)

Claim: For 8 hours pay at Foreman rate for 7 and one-half days.

Facts: Carrier failed to assign Claimant, the senior available Signalman, to a temporary vacancy in Foreman's class.

Held: We deem a sustaining award proper. A sustaining award herein as consistent with Awards 2381, 2490, 2716, 4200, 4393, 5721 and 5921; it is contrary to Awards 1124, 1150 and 1177 which were rejected in Award 2490; it is distinguished from Awards 10298 and 11030 where the Claimants were geographically unavailable.

Claim limited to the difference between foreman's rate and signalman's rate already paid.

AWARD NO. 12114
(B. of R.S. v. B.& O.)

Claim: The Carrier allow listed signal employes compensation at their respective rates of pay for the number of days indicated for vacation period requested and arbitrarily denied.

Facts: The Carrier arbitrarily assigned vacation dates to signal employes during 1957, refused to allow more than two signal employes to be off at the same time, assigned the most senior men to their first choices, and then notified the Claimants what weeks were available for them.

Held: It was the intent of the Vacation Agreement and the interpretation of Wayne L. Morse that the making of a vacation schedule was to be a cooperative venture. It may well be that there were factors which required this change, but the Signal Supervisor was under an obligation to discuss this with the Local Chairman. This he failed to do and thus violated the Agreement.

AWARD NO. 12224
(B. of R.S. v. St.L.-S.F.)

Claim: Mr. Blaylock be compensated for 40 hours he lost being denied to displacement rights.

Facts: Carrier had established a two-man gang consisting of Claimant Foreman and a Signalman with Saturday and Sunday as rest days to work with a steel gang.

Carrier made an agreement with Claimant to work straight through Saturdays, Sundays and Holidays at straight time rate until all rest days for each month are made up and to take such rest days at the end of the month as the steel gang was doing.

Carrier abolished Claimant's position effective September 21, 1958. At that time Claimant had accumulated five rest days — one holiday, two Saturdays and two Sundays. He requested that he be permitted to displace a junior employe effective September 22, 1958. Carrier advised him that he could displace no one until September 29, 1958, because he was obliged first to take his five accumulated rest days.

Held: Work days and rest days attach to the position and not to the occupant of the position.

When Claimant's position was abolished, there could be no rest days attached to the position. If Claimant had been permitted to displace a junior employe on September 22, he would have been entitled to the rest days of that position.

Claimant had contractual seniority rights to displace a junior employe when his position was abolished. He should have been permitted to displace a junior employe on September 22, since he was not permitted to do so until a week later, he is entitled to forty (40) hours straight time pay at the hourly rate of the job to which he was assigned on September 29.

AWARD NO. 12096
(B. of R.S. v. L.V.)

Claim: The Carrier should compensate Mr. Andrew H. Beatty for one day at the Signal Welder's rate and for one day at the Signal Helper's rate.

Facts: The Carrier allowed and/or permitted a M of W Welder and his Helper to remove signal equipment from a signal bridge. The Petitioner claimed that the work belongs to Signalmen under their Agreement.

Carrier does not deny that this was Signalmen's work, but it denied responsibility and refused the claim.

The Petitioner advised the Carrier that Mr. C. Nelson, an official of the Carrier, had authorized the work which the Carrier never denied categorically.

Held: While the assertion by the Petitioner should not be considered conclusive proof, the burden of going forward was clearly shifted to the Carrier. Its failure categorically to deny the assertion, or to submit any affidavit or evidence to the contrary, did not meet its burden, that the facts were as presented and that the Carrier violated the Agreement.

Only one day's work was involved. Mr. Beatty could not have done two men's work on one day, and to reward him with 2 days' pay smacks of unjust enrichment. Award: one day's pay at the Signal Welder's rate.

AWARD NO. 12227
(B. of R.S. v. VIRGINIAN)

Claim: Carrier compensate Mr. E. H. McKay at the Signal Maintainer's rate in addition to whatever compensation he may have already received for dates listed.

Facts: The Carrier required Signal Maintainer E. H. McKay to suspend work on his regularly assigned maintenance position and perform construction work on various dates from October 2 to November 3, 1958, inclusive.

Held: That Claimant did suspend work on his regular assignment when he took the work outside his territory. Because no one replaced him on his regular duty is not adequate evidence that there was no suspension of work.

When McKay was required to perform work other than that accruing to a signal maintainer, Carrier eliminated the need to employ another construction worker to execute this work. This action had the effect of depriving another employe of the opportunity of doing work he might normally perform on an overtime basis. Thus we find a violation of Rule No. 312 which states, "Employes will not be required to suspend work during regular hours to absorb overtime."

AWARD NO. 12239
(B. of R.S. v. C.& E.I.)

Claim: The Carrier compensate Signal Maintainer for all time lost as a result of the unwarranted discipline rendered.

Facts: The Carrier assessed discipline against Signal Maintainer at Evansville, Indiana, following an investigation in connection with a Train-Motor Car accident February 9, 1959.

Held: The failure of the Carrier to call the train crew as witnesses at the investigation did not fulfill the requirement that such hearing be impartial, fair and penetrating, and therefore constituted a violation of the Rules.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Canadian National

ST. LAURENT, QUE., CAN. (118). Our regular meeting was held at the Queen's Hotel in Montreal, Quebec on Friday, April 4. This meeting was conducted by Chief Signalman Maurice Cyr, assisted by Recording Secretary C. G. Richard, Financial Secretary A. Monat, and Local Chairmen J. B. Galipeau and W. R. Kearney. There were 21 members present.

Brother J. B. Galipeau, a member of the grievance committee, assisted by Brothers H. A. Stockdale and A. N. Cotton, discussed many of the pending grievances.

Our main item of business at this meeting was the election of two delegates and two alternates to attend our Brotherhood's Regular Convention to be held in Montreal, Quebec, at the Sheraton-Mt. Royal Hotel during August. Brother W. Dufort was elected delegate with A. Monat as his alternate. Brother J. B. Galipeau was elected as the other delegate with M. Cyr as his alternate.

Brother M. Cyr extended his thanks to Brother Cotton for his services in conducting the election.

Attention: If you change your address don't forget to fill out the form provided in The Signalman's Journal and forward it to the Secretary so he may keep his record up to date. He will then forward it to Grand Lodge so their records will be current.

We are looking forward to meeting more of our Brothers at the next regular meeting. C. G. RICHARD

Missouri Pacific

KIRKWOOD, MO. (72). Our regular meeting convened at the V.F.W. Hall in Chester, Illinois on May 9. Recording Secretary E. R. Hill chaired the meeting in the absence of the Chief Signalman and was assisted by Brother L. J. Usher as Chaplain. All members present were in good standing. The meeting was opened with prayer by the Chaplain with one officer and 6 members present.

The minutes of the previous regular meeting of St. Louis, Little Rock, Ark., and Kansas City, Mo., were read and approved.

Vincent Smith was shown to be delinquent in his dues and in accordance with the By-Laws, the general chairman was notified by a U.S. 2 notice of this violation of the Union Shop Agreement.

Brothers Corneau, O. J. Warren, and H. K. Nesbit were reported off duty because of illness. Brother Lewis was reported able to return to duty.

General Chairman F. E. Bush reported on the activities of the General Grievance Committee. The new working agreement was explained and several of the new rules were discussed.

The meeting was closed with prayer.

E. R. HILL

Great Northern

WHITEFISH, MONT. (154). On the east end: Don Mayer's crew has started installation of C.T.C. from Juanita to Nolan on the Minot Division. William Carlson was recently assigned as crew foremen on the Mesabi Division and his first job will be to install crossing signals at Kerrick, Minn. Bob Richardson's crew is busy at the Gavin Yard, repairing retarders.

On the west end: Charlie Cruickshank, our local chairman, and crew foreman, has been going to school two nights a week at the Wenatchee College. Charlie should have all the answers for us when he completes the course. More power to you, Charlie! On the C.T.C. installation, Steinberg's crew and Berg's crew have started "digging-in" cable for electric switches. There is talk that three or four more helpers may be hired. We understand that Brother Cruickshank is thinking about holding union meetings in Quincy and Burlington sometime in June. He will advise the members as to the exact times.

On the Central district: LeBrie's crew is working on the Hillyard district, and will be there a couple more weeks. Ridenour's crew is at Essex, making heavy repairs. Wilson's crew is still at Poplar at last report. A union meeting held at Bonners Ferry May 23 included a retirement party for Harry Parks, signal maintainer who retired May 31. He was presented a retirement gift donated by his fellow employes and many other friends.

ADRIAN BUCKLAND

to CURE MORE GIVE MORE
AMERICAN CANCER SOCIETY

N.Y.C. L.W.

LANSING, MICH. (28). We have finally arranged to have news from our Local forwarded to the *Journal*. Our regular meeting held in Jackson, Michigan on May 22 was attended by 9 members.

Brother C. F. Quada was elected to the office of financial secretary and will assume those duties June 22. We wish him the best of luck.

Those present for the meeting were: General Chairman Harlin Tracy, Brothers R. J. Sale, H. C. Koons, L. D. Strunk, R. J. Strong, G. C. Duncan, D. J. Taylor, D. J. Schulz, and A. W. Pratt.

Everyone present had a good time and we would like to see more of our members at the meeting to be held in the C.I.O. Hall on Francis St. on July 31. A. W. PRATT, SR.

Santa Fe

MC PHERSON, KAN. (33). Our recent meeting held at the Ripley Hotel in Newton, Kansas was conducted by Chief Signalman C. Roberts, assisted by General Chairman W. H. Lewis.

The members present welcomed Brother Bob Mitchell to the meeting. Bob has been ill for about a month but is feeling a little better now. Brother John Jackson of Strong City is still on the sick list.

Several subjects of particular interest to gang men were discussed. Brothers Al Stevenson and Elmer Daniels from the Eastern Division and Brother Sette from the Middle Division were the

Brothers Frank C. Olson, left, and Herbert W. "Bert" Naas are shown in the photo above. Brother Naas retired recently. Both are members of Local 92.

only gang men present to express their views. Considering conditions we feel that more men from gangs should take an interest in these matters and express their opinions at Local meetings.

Brother Sette's gang is installing gates and flashing light signals at Augusta, Kansas. Brother Duke's gang is working on T.C.S. at Hutchinson, Kansas on the Middle Division. Brother Bilbrey's gang is at Canrey, Kansas performing general repair work on the Oklahoma Division. Gangs under Brothers Rhome and Oliver are working on the Argentine hump yards and will move to Turner on the Eastern Division in the near future.

The next meeting of Local 33 will be held July 18 at 1 p.m. in the Masonic Temple at Emporia, Kansas. Let's all put forth extra effort to see if the men working on the gangs can outnumber the maintainers at this meeting. MAX E. CRAFT

Wabash

DECATUR, ILL. (55). With the gangs: V. G. Shonkwiler's gang is at Montpelier, Ohio; P. E. Dawson's gang is at Gibson City, Illinois; and J. F. Lawrence's gang is at Kinderhook, Illinois.

With the test men: F. G. Bartley is at Monticello, Illinois; Joe Sharp is between Adrian, Michigan and Montpelier, Ohio; H. E. Martin is at Danville, Illinois; J. E. Bartley is between Moberly, Mo. and Kansas City, Mo.; and R. E. Pettus is between Moberly, Mo. and St. Louis, Mo.

Personnel changes: J. F. Lawrence has bid in the gang foreman's position left vacant when Brother Carl Jacobsen retired. Homer Duff has bid in the signalman's job with F. G. Bartley vacated by Brother Lawrence; Thomas McVay has bid in the signalman's job with James Morris' line gang; Don Woodring bid in the signalman's job in gang 903; R. L. Rumple bid in the signal maintainer's job at Tolono, Illinois; J. W. Sumpter has bid in the signalman's job with gang 902; Thomas Dunlop bid in the signalman's job with test foreman R. E. Pettus; B. E. Bills had bid in the temporary foreman's job in the signal shop at Decatur, Ilinois vacant due to the illness of Brother F. A. Mackay; and O. B. Little has bid in the temporary lead signalman's job at the signal shop vacated by Brother Bills.

We are glad to report that Brother Paul Lennon is back on the job after being off duty for some time due to an accident. Brother J. E. Gill is still off duty as the result of an accident. Brother F. A. Mackay is on sick leave. We wish all of these Brothers a speedy recovery.

We recently learned that Brother Carl Jacobsen has retired from service after completing nearly forty years of service with the Wabash. He had held the maintainer positions at Homer, Illinois, Wentzville, Mo., and Albia, Iowa and was foreman of Signal Gang 903 at the time of his retirement. Those of us who knew him will miss seeing him around the railroad. We wish Brother Jacobsen and his wife a long and happy retirement.

A very nice meeting was held at Montpelier, Ohio on May 3 with 9 members present. Several items of interest were discussed including the coming Convention in Montreal, Canada. Brother Martin and I will attend and expect to see some old acquaintances and make some new ones.

The big issue discussed at our meeting was the wage movement which was not officially settled at that time.

Retired Brother Carl Davis attended this meeting and we were all pleased to see him. We invite all retired Brothers to attend our meetings whenever they can.

There seems to be quite a bit of work lined up for our construction forces at this time so we are looking forward with optimism. We understand that the Carrier is having difficulty hiring signal helpers and that we are now some six or seven short at the present time.

The word "communication" and the modern techniques employed to span great distances are very important in our lives today. However, there is one very important form of communication which can be applied right at home. We should be able to talk or communicate with the neighbor next door, the guy you work with, and the members of one's own family, even though we may often disagree.

Perhaps the word "meditate" should also be included in our method of communications, if we are to live in and continue to build this civilization which our forefathers started at such great sacrifices. JFP

Baltimore & Ohio

DAYTON, OHIO (94). More than 60 people, including members, their families, and friends, attended the banquet held May 16 honoring Brother and Mrs. H. A. King. Brother King retired recently. Signalmen on the Toledo-Indianapolis Division were hosts at the affair held in the Kuntz Cafe at Dayton, Ohio. We offer our sincere thanks to Brother G. E. Clayton, R. A. Comer and others who contributed toward making this banquet a huge success and to General Chairman H. C. Guscott who served as master of ceremonies.

We all extend best wishes to the Kings for a long and happy retirement.

Chicago Division: Brother G. J. Erford, maintainer at North Baltimore, Ohio, recently returned to work, having fully recovered from his operation.

Toledo Division: Brother C. M. Mawer has returned to his home in Deshler, Ohio after being hospitalized in Bowling Green, Ohio.

Members are reminded that our regular quarterly meeting will be held in Columbus, Ohio on July 18. Please attend. G. F. HAMMOND

Members of Local 94 posed for this photo following a meeting held at Deshler, Ohio on April 18.

P. R. R. — P. R. S. L.

MAGNOLIA, N.J. (58). Our regular meeting was held Wednesday, May 13, at 300 North 27th Street, Camden, New Jersey.

At a special meeting held April 22, Local Chairman G. Danley resigned. Attempts made by several of the members present to induce Brother Danley to reconsider were unsuccessful and the resignation was subsequently accepted. Brother George Henry was elected to serve the unexpired term.

Brother Coho was elected Committeeman on the P.R.S.L. to replace Brother Henry.

The members voted to hold meetings throughout the summer instead of suspending sessions during June, July and August as previously reported.

It was suggested that we move our meeting place to South Jersey. Your secretary does not think this would be a good plan because of transportation and parking problems.

Our members want to settle the Bordentown section situation as soon as possible. This will be aired at our June meeting.

The signalmen's independent wage move and the agreement to accept the Emergency Board's recommendation for 6-10 cent an hour wage increases was also discussed.

The officers and active members want to know what can be done to get other members to come out and attend these local meetings. One suggested a fine for non-attendance; another member suggested that we have a party night twice a year. Other suggestions included having a speaker from some other lodge, having a Grand Lodge speaker, or a movie every other month. Fellows, it's up to you. What would you like to see or do?

The signal school held at Center Signal Shop will start again in the fall. We want to thank our teacher, John Durst, for holding these sessions for us.

We have two new employes in the Center Shop gang. Phil Panalli started work April 6 and Alfred Pierce began May 13. They work under Foreman George Carter.

Our chief repairman at the Telephone shop, Roy "One Eye" Murphy, will take his vacation May 29 and will retire thereafter.

Members who are not receiving the *Journal* should fill out the address form on the last page of this section and mail it in.

Retired Brother Frank Wetzel passed away during April. He was test maintainer at Center Shop on the P.R.R.

Don't forget to pay your 3rd Quarter dues. J. L. NACK

Obituary

R. J. Biron, member of Local 118, Canadian National Railways, passed away April 3 as the result of a heart attack. He was 48.

Brother Biron entered the service of the Canadian National Railways in Montreal, Quebec on March 7, 1947. He was awarded the position of a signal maintainer in the Montreal Terminal on October 20, 1953. At the time of his sudden death, he was working as maintainer in the Wellington Tower in Montreal.

The officers and members of Local 118 extend their deepest sympathy to his widow and other surviving members of his family. C. G. RICHARD

A. C. McCall, retired member of Local 104, Southern Pacific Railroad, passed away March 18, 1964. He was 82.

At the time of his retirement in 1947 as leading maintainer at Los Angeles with the S.P., Brother McCall had an accumulated 42 years of railroad service with C.N.W., L.A.U.P.T., and S.P. railroads.

Brother McCall was a faithful member of our Brotherhood and took an active part in the organization of Local 104 in 1918, and was its first recording secretary. He later served as chief signalman and was Grand Lodge Trustee in 1924.

The officers and members of Local 104 extend deepest sympathy to his widow and to the other surviving members of his family.

F. R. SMELTZER

John G. Kelley, retired member of Local 89, Chesapeake and Ohio Railroad, passed away May 2, 1964. He was 66.

Brother Kelley was a traveling mechanic at the time of his retirement February 1, 1964 after 40 years of service.

He is survived by his widow, and one daughter, to whom the officers and members of Local 89 extend deepest sympathy.

C. R. LONG

Sebastian Bimonte, retired member of Local 76, New York Central Railroad, passed away May 4, 1964. He was 60.

Brother Bimonte was a faithful member of our Brotherhood and had served as financial secretary and local chairman of Local 76 and as secretary of the New York Central-Lines East, General Committee.

The officers and members of Local 76 extend deepest sympathy to the surviving members of his family.

R. S. HANSON

Walter Rieck, retired member of Local 51, Illinois Central Railroad, passed away March 12, 1964. He was 70.

Brother Rieck was signal maintainer at New Athens, Illinois at the time of his retirement January 31, 1959 after completing 47 years of service.

The officers and members of Local 51 extend deepest sympathy to the surviving members of his family. ED.

Otto B. Gradl, member of Local 212, New York Central, Lines West, passed away recently. He was 61.

Brother Gradl was active in Brotherhood affairs and became a member of Local 38 on September 1, 1918. He served as recording secretary from 1940 through 1942 and was chief signalman from 1945 through 1952. He had also served as local chairman for an undetermined period of time. He transferred from Local 38 to Local 212 July 1, 1953.

Brother Gradl worked as assistant signal supervisor during 1960 and was a member of the American Railway Supervisors Association. He returned to Local 212 on January 1, 1961.

He is survived by his widow, three sons, and one daughter. One son, Michael, is a signalman on the N.Y.C. and another son, William, is the bookkeeper at Grand Lodge headquarters.

Officers and members of Local 212 extend deepest sympathy to members of the surviving family.

H. TRACY

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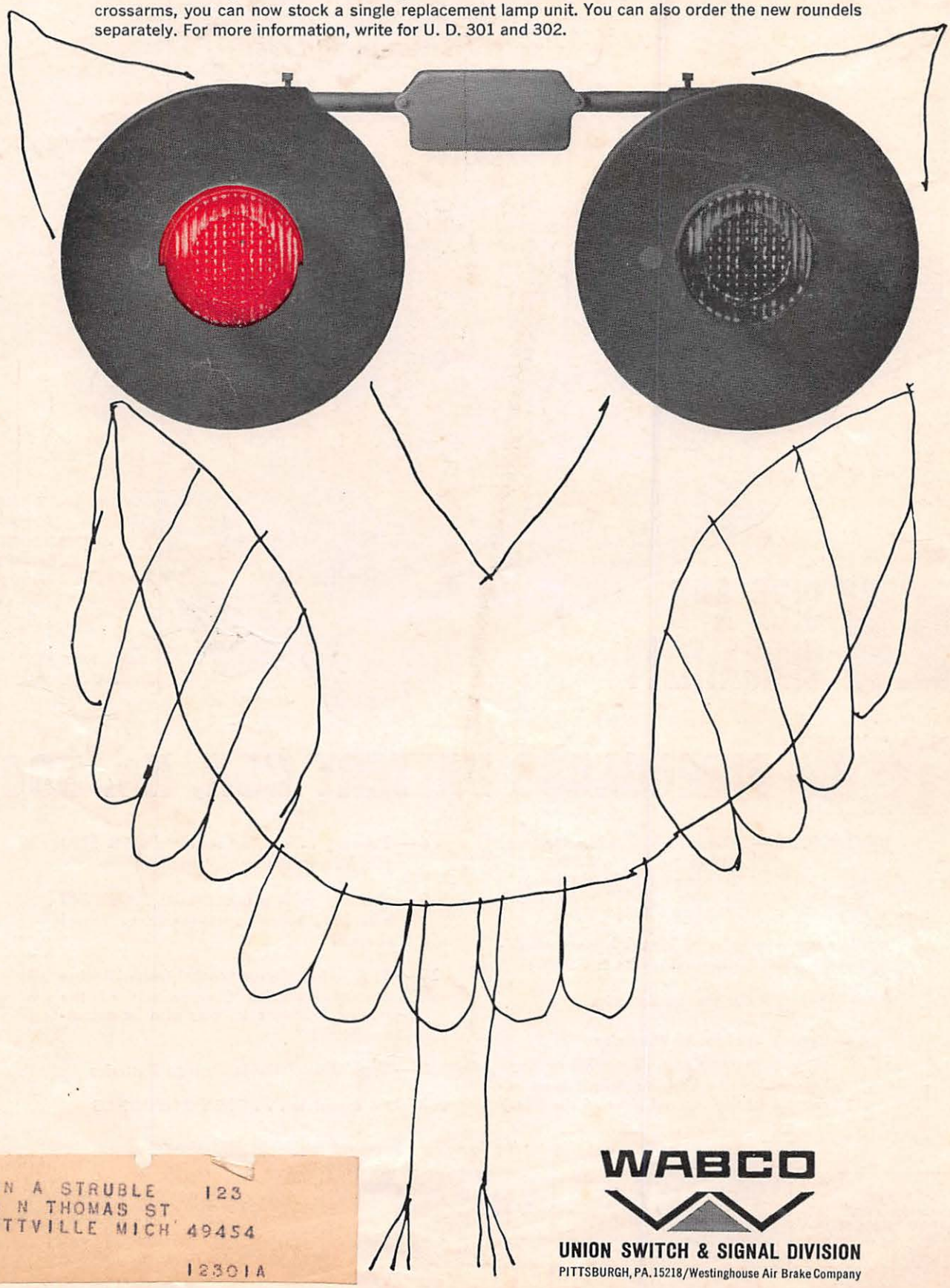

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